THE BYSTANDER
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OCTOBER 15, 1930

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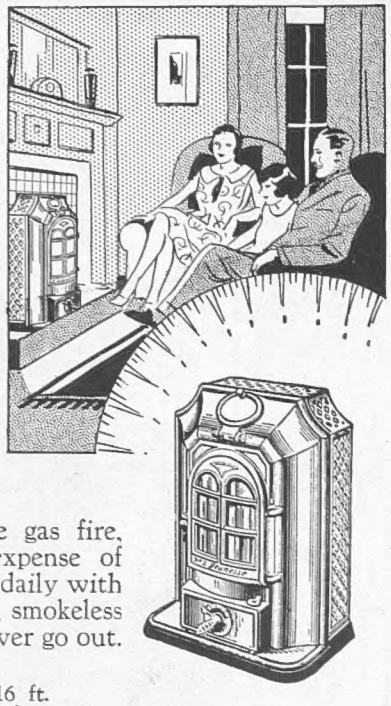

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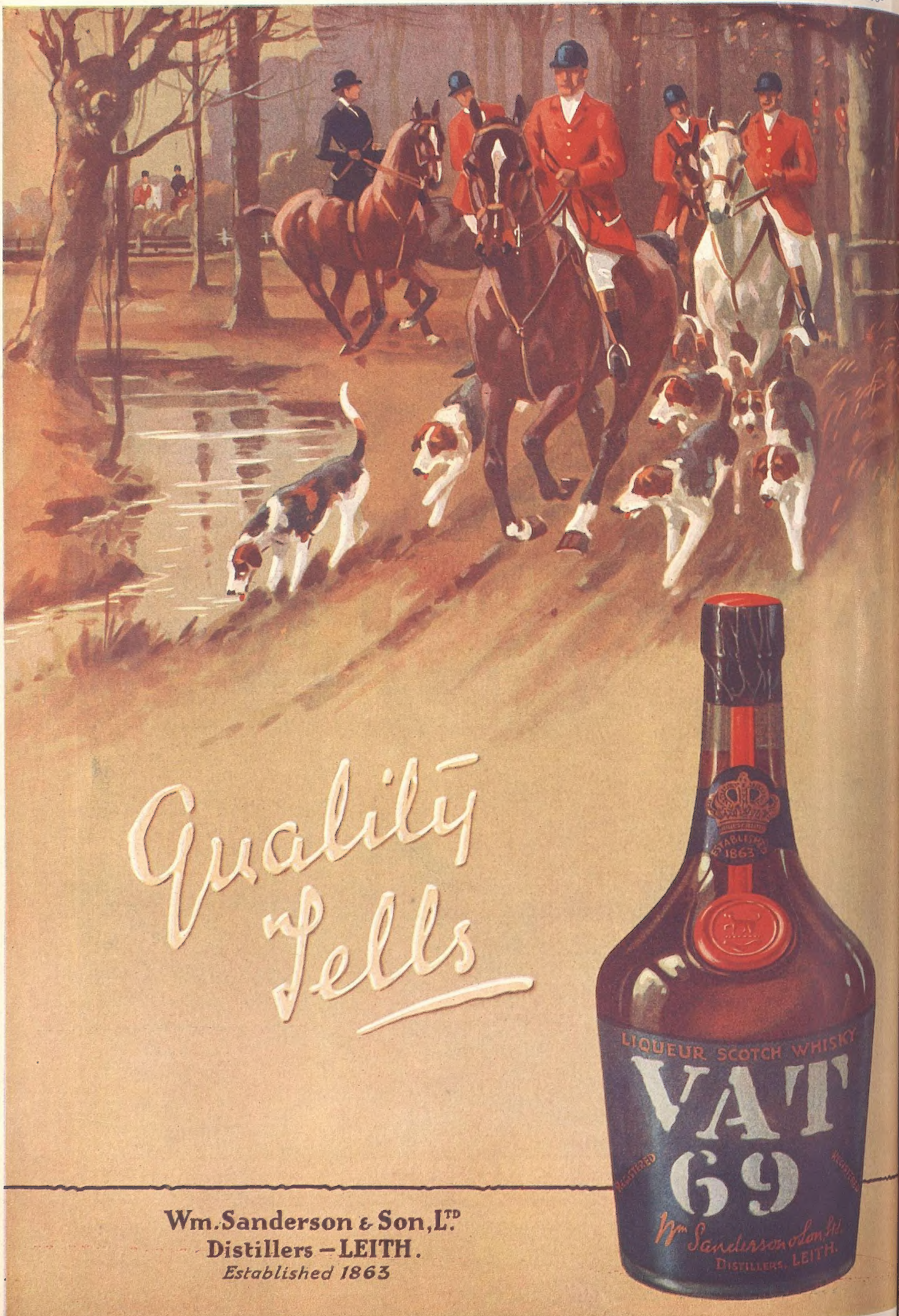
the BYSTANDER

MRS. T. LAVINGTON JACKS

The wife of Mr. T. Lavington Jacks, C.B.E., the Resident Director of the Anglo-Persian Oil Company at Mohammerah, in the Persian Gulf. Before her marriage Mrs. Jacks was Miss Elsie Sheridan-Stevens and is a direct descendant of Richard Brinsley Sheridan

Raphael



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Fox Photos

Princess Ingrid of Sweden (second from the left) had her first experience of hunting in this country when she went cubbing with the Quorn. She is seen in the grounds of Quenby Hall, Leicestershire, the seat of Sir Harold Nutting, the Joint-Master of the Quorn, with Miss Burrell (left), Miss Molly Gretton, Mr. Robert Grosvenor and Mr. Terrance Weldon. Hunting promises to be very good this year, and it is believed that the Prince of Wales will be seen in the field again

The Passing Hour

IT is curious how the Labour Party always seems to choose a pleasant resort at which to hold their conferences. This year it is Llandudno, in North Wales. Last year it was Brighton. Llandudno is 240 miles by road from London, and yet Ramsay MacDonald did the trip in six hours. At least, that was his schedule for the 4½-litre car belonging to Mr. Hall Caine which took him. It was wretched weather, however, and the detectives, who for some reason did not have a "fast car" and had to take a hireling, experienced a journey that they are not likely to forget. The local constabulary on the route will not forget it either. But that is not my story.

Those Sunday Trains

THE reason why Ramsay MacDonald went by road was because he disliked the Sunday train service. How right he is. But how wrong, too, not to get the Ministry of Transport to talk to the railway chiefs to speed things up a bit on the Sabbath. There is hardly a Sunday train in England which is not a disgrace to the country.

SPECIAL MOTOR SHOW NOTES
Start on page 163
ANOTHER SPECIAL MOTOR SHOW NUMBER
will appear next week.

Motor Show Week

MOTOR SHOW week is here again, and the cheerful crowds of buyers and salesmen who will be descending upon us in the next few days can be certain of brightening London visibly. There is not a garage hand in the remotest part of the country who does not make the greatest possible effort to come to Olympia. Few if any of the more exotic makes of Spain, Italy, and Germany are likely to come his way. But that does not prevent him doing his best to see them as well as the better-known and more popular British cars before sampling the lights of London, whether he goes to the Kit-Cat or the Corner House, the Café de Paris or the Maison Lyons.

Central News

The Countess of Haddington, one of Scotland's prettiest peeresses. She is seen enjoying a round of golf on the famous links at North Berwick

THE LABOUR PARTY IN TRAVAIL

A Royal Example

A MAGNIFICENT example has been set by the King and Queen to anyone who can afford to buy a new British car and thus help to mitigate unemployment. They have ordered no fewer than five new Daimlers with Hooper bodies. The Princes all prefer Bentleys, led in this matter by Prince George, whose opinion on motoring matters is always asked by his brothers, it is understood. This may have something to do with the fact that Prince George's chauffeur is said to be the best in the country, and not merely in the Royal family.

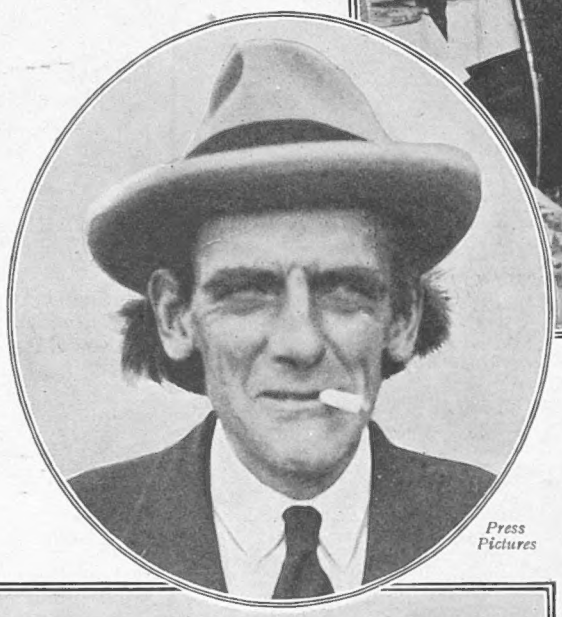
Bigger, Better, and Cheaper Cars

IF you go to Olympia this year you will find a number of improvements. For one thing, the actual space covered by the exhibition is 100,000 square feet more than last year, and allows for any amount of room dedicated to service after sale. Another addition is the Motor Boat Section. You will be able to buy motor boats for £50, and, if you desire, two-wheel trailers to convey them behind your car from lake to lake. Generally speaking, the chief feature of the 1931 car is a cheaper price. And nothing can be more popular than that in these hard days, allied with even more economical running costs.

Sir Sefton Brancker's Horoscope

WE certainly need something cheerful, like the Motor Show, to take our minds off the R 101 disaster. It has been a gloomy ten days. I met Sir Sefton Brancker on many occasions. Who, indeed, did not? He was to be found at cocktail parties, first nights, luncheon parties, dinner parties, theatrical supper parties. His eye-glass was always wedged into his eye. He joked and laughed in staccato tones. He danced with astonishing vigour, and he was as brave as a lion. One of the strangest things that have been repeated about him since his death is that the astrologer who drew his horoscope in 1924 refused to prognosticate anything after July of 1930.

The Prince of Wales photographed beside Mr. J. H. place at the Imperial Institute. Among others Premier, Mr. R. B. Bennett, the Canadian



Press Pictures

Mr. James Maxton, M.P., looking like the High Tragedian, at the Labour Party conference at Llandudno. The leader of the I.L.P., and whole-hearted extremist, is a thorn in the flesh of his less virulent leaders

Luck in Flying

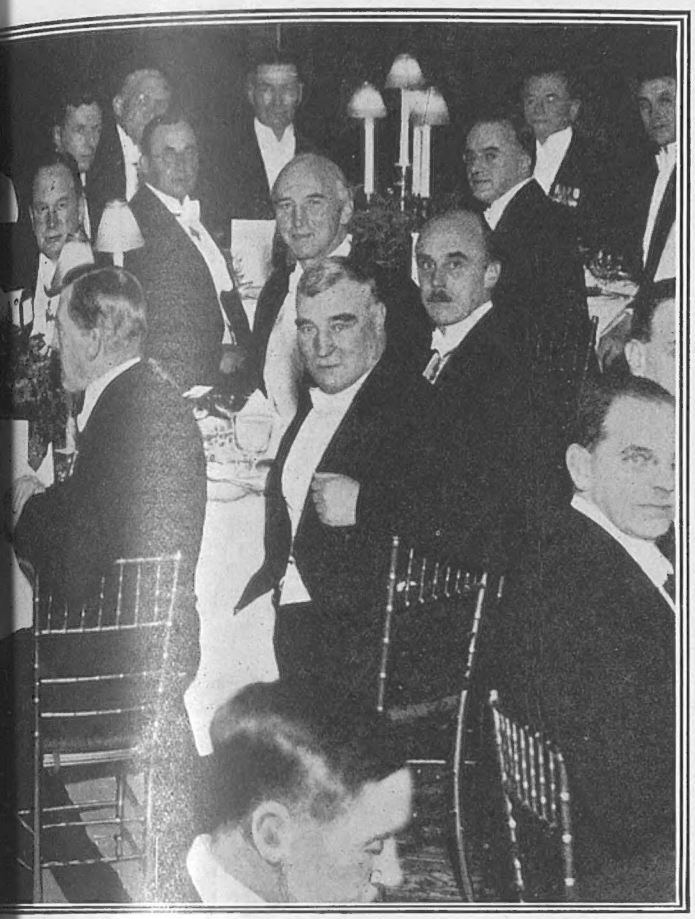
LIKE other brave men who took risks, he was a great believer in luck. At the luncheon given in honour of the Duchess of Bedford's flight to and from the Cape, he spoke of Captain Barnard. "The great thing about him," said Sir Sefton, "is not only that he is a first-class pilot, but that he is a lucky pilot." He then proceeded to tell how, when Barnard was piloting him across Europe, on one occasion they nearly landed on an explosives factory which they mistook

Barratt's

"A BROW THAT'S ALL FURROWED AND WRINKLED WITH CARE"

The Prime Minister apparently finds little about which to be cheerful during the Labour Party conference at Llandudno. Miss Ishbel MacDonald, seen with him, does not appear to share his pessimism

THE BANQUET TO THE IMPERIAL DELEGATES



Barratt's

he dinner given to the Dominion Premiers last week by the Empire Marketing Board. It took Sir John Simon, Sir Austen Chamberlain, Mr. G. W. Forbes, the New Zealand J. H. Scullin, the Australian Premier, and Mr. "Willie" Graham, of the Board of Trade

for an aerodrome in the darkness, and incidentally missed certain high-tension wires by a few inches when they ultimately did land.

A Curious Route

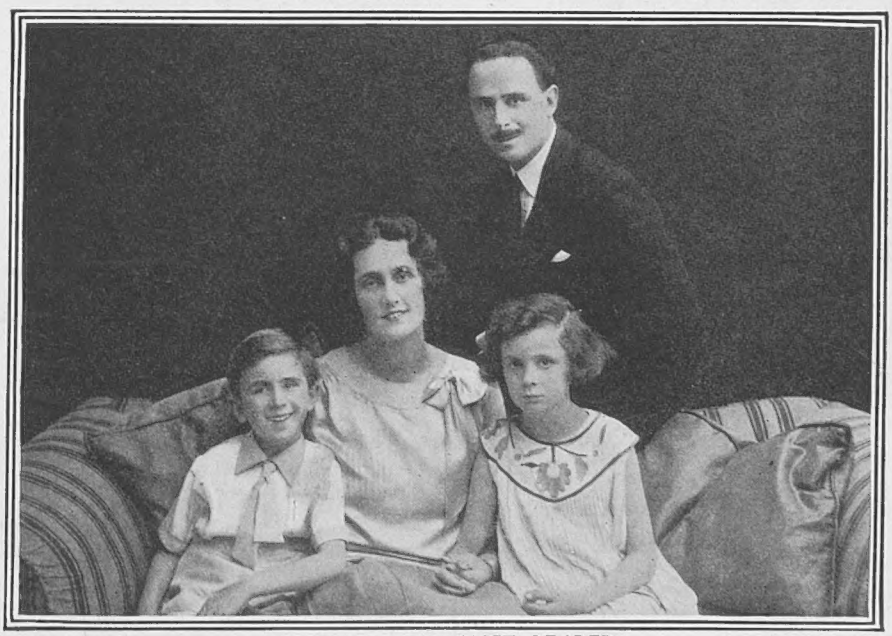
ONE of the strangest things in connection with the R 101 disaster which is probably only known to journalists is that the first intimation of the disaster to reach this country came from South America. A wireless operator in Buenos Aires, so it is said, was listening in to Le Bourget and heard the French aviation authorities trying to ascertain the airship's course and position. Hearing no reply, a message was flashed to New York and redirected from there to the offices of a news agency, whose wide-awake night editor "plugged in" on the prefects of police of every big town on the airship's intended route across Northern France until he got what he wanted at Beauvais.

The Prince to Hunt Again

THE prospect of an excellent fox-hunting season in the Shires is enhanced by the welcome news that the Prince of Wales will in all probability again hunt with the Quorn, the Belvoir, and the Cottesmore this winter.

Press Pictures

Mr. Herbert Morrison, Commander Kenworthy and Miss Ellen Wilkinson, leaving the Labour Party conference. The thought of the increasing unemployment does not appear to have damped their cheerfulness to any degree



THE NEXT SOCIALIST LEADER? Mabel Robey

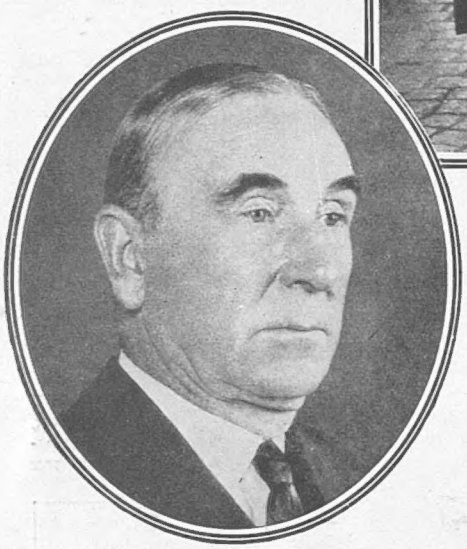
Sir Oswald and Lady Cynthia Mosley seen at home with their children, Nicky and Vivienne. The patrician Sir Oswald is coming to be regarded as the most likely successor to Mr. Ramsay MacDonald as leader of the Labour Party

THE PRINCE AND HUNTING

When—with the exception of that wonderful old lepper and stayer, Just an Idea—the Prince's stud of hunters came under the hammer in February last, the wiseacres predicted, of course, that His Royal Highness would not again be seen either in the hunting field or as competitor in Hunt point-to-point races. On the contrary, those who were better judges of our vastly popular and hard-riding Prince's love of fox-hunting and 'chasing knew only too well that he would not remain very long out of the saddle. I understand that arrangements are being made for the laying out of a private landing ground in the vicinity of Melton Mowbray to enable the royal sportsman to return to Town and duty after a day's hunting.

Sport and General

A recent photograph of Mr. and Mrs. Stanley Baldwin. Mr. Baldwin's leadership of the Conservative Party has lately been the subject of further criticism, not only from the newspaper lords, but from members of the party in the columns of "The Times"



Photopress

Sir Robert Horne, whom rumour has named as the most acceptable Conservative leader. He is solidly in favour of a protective tariff

A Generous M.F.H.

At the annual general meeting of the Burton Hunt, held at Lincoln recently, it was announced that the Master, Sir Julien Cahn, had, in the generous and true spirit of sportsmanship for which he is noted throughout the Midlands, purchased for the Hunt Cain's Wood and Toft Newton, two of the best fox coverts in the Burton country. The Danby Memorial Covert, at East Torrington, has also been planted as a fitting memorial to that good sportsman and former Joint-Master of the Burton, Mr. W. B. Danby.

Miss Bettye Thompson as she appeared as Joan of Arc in the French Pageant at Brighton last week. The pageant proved a very great success

A Popular Figure

Sir Julien Cahn will be well known to many readers of The Bystander, not only as a keen fox-hunter and a most popular M.F.H., but also as one of the greatest supporters of the fine old English game of cricket in the kingdom. It was entirely at his own expense that Sir Julien took out to South Africa a picked eleven last year, while the cricket ground at his beautiful old place, Stanford Hall, is probably the most perfectly kept private

Planet News

Mr. F. Montague, M.P., the Under Secretary of State for Air. He is in charge of the Air Council meetings and the enquiry into the causes of the disaster to R 101 in which his chief, Lord Thomson, was among the victims

HOUSEPARTIES IN THE HIGHLANDS

D. M. Laing

Members of the houseparty given by Judge R. W. Bingham, of Louisville, Kentucky, at Guthrie Castle. The photograph shows Mrs. Norton, Mrs. George Norton, Major A. Crombie Pitmuies, Mrs. R. W. Bingham, Mr. Hugh Campbell, Mrs. A. Crombie, Admiral C. Greatorex, Miss Muldoon, Mrs. Gallahan, Prince George Chavchavadzie, Miss M. Norton, Mrs. and the Misses Guthrie, of Guthrie Castle, Miss H. Bingham, Judge R. W Bingham and Miss Crombie Pitmuies

ground of the kind in England. Richmond, the groundsman, is an old Notts player.

That Protectionist Banner

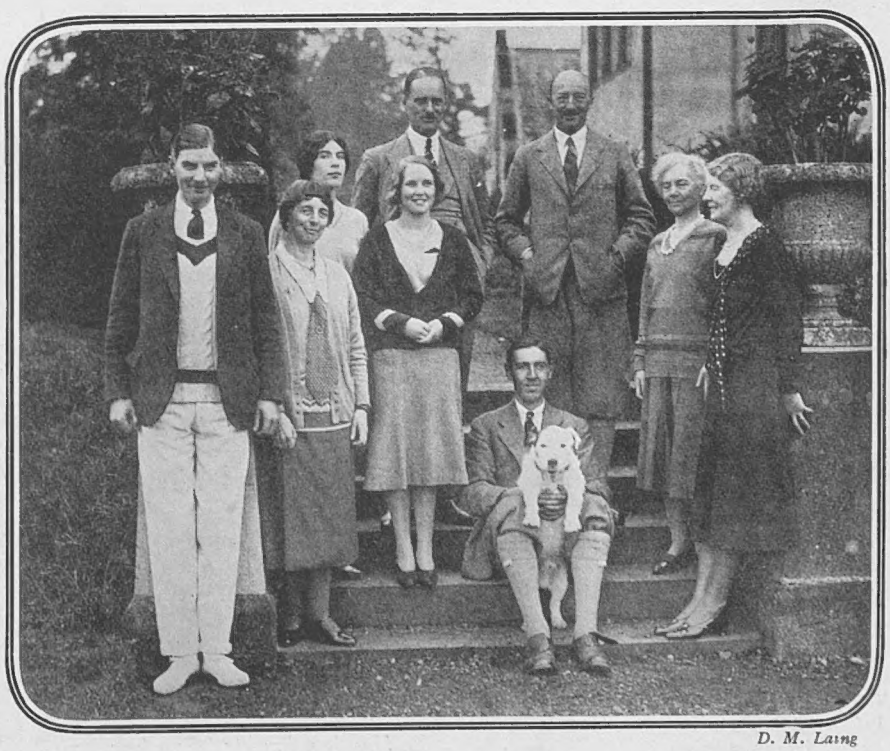
IF I may say so, the political horizon is considerably gloomy. The attitude of the Labour Party in according an ovation to Sir Oswald Mosley at their Convention, and in electing him to their Executive while hurling out Mr. J. H. Thomas at the moment of the Imperial Conference, is of deadly significance, because, apart from all else, it proves that the Socialists are closely ranging themselves under the Protectionist banner from which Mr. Baldwin and his Tory supporters are fleeing. It is widely recognised that the Socialist Party will make Sir Oswald Mosley, a young man of many parts, inordinate ambition and great determination, their next leader, and that, if the Socialists adopt even a modified and unscientific tariff, they will probably sweep the country.

Mr. Baldwin's Mistakes

WHY do I hazard this view? Partly because the working classes are coming round solidly as anti-Free-Dumping, and partly because of the paralysed attitude of Mr. Baldwin, who, to-day, is really no more than a nominal Conservative leader. He has made more awful mistakes than any other Party leader has ever done, and continues to do so. His pontifical letter circulated the other day about the Imperial Conference was not only rather stupid in his references to Empire Free Trade, but boring where it was not stupid, and it wound up by promising some more views next week like a serial instalment in a Sunday newspaper, or like his infatuation for two General Elections to decide whether there shall be food taxes or no.

Suspect

MR. BALDWIN'S attitude over India is as suspect as his other semi-Socialist leanings, having significantly nominated Lord Zetland as one of the Conservative representatives because, plainly, the only reason for doing so is that Lord Zetland is an Irwinite, that fatuous tribe who would



D. M. Laing

A photograph taken at Bamff, Alyth, in Perthshire, at the coming-of-age party for Sir James Ramsay's eldest son, Mr. Neis Ramsay. Seen above are Mr. Neis Ramsay (left), the Duchess of Atholl, Miss Fyfe, Miss Duncan Jordanstone, Major Arnold, Sir Douglas Ramsay Bart., Miss L. Ramsay, the Hon. Lady Ramsay and, seated, Mr. J. Barrie

THE TRIALS OF AN AUTOBIOGRAPHER

give India to the Babu agitators. Unless Mr. Baldwin is deposed, unless he has the wisdom to resign, the Conservatives will be split in two, and then Mosley will get his chance. By the by, where is Lord Lloyd these days?

An Old Friend

THE return of sherry has been an automatic one in the past few months. Even Craddock at the Savoy is frequently asked for a sherry. Next month a step farther will be taken in the campaign. A large luncheon party is going to be given in a leading West End restaurant, and many celebrities will be present—dramatists, hostesses, authors—and all the invitations will be going out in a fortnight's time, when sherry will be to the fore.

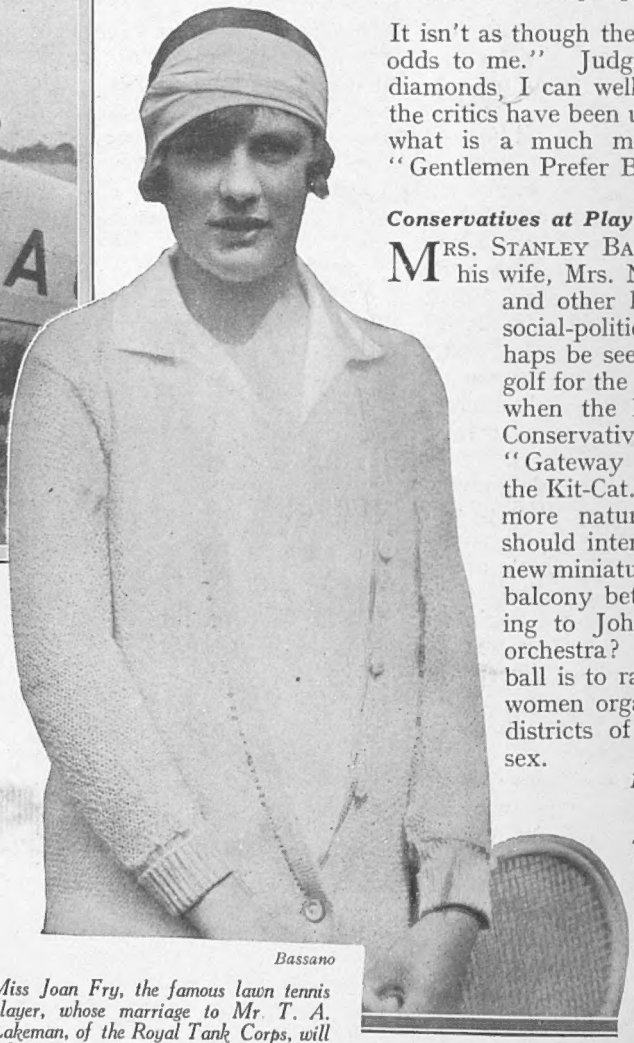
Topical

Miss Ellis Joan Watson, the daughter of Lady Samman and the step-daughter of Sir Henry Samman, with her fiancé, Mr. Brian Moody, of Ripon. They met first at Hedon Aerodrome, near Hull, where Mr. Moody taught Miss Watson to fly

Mr. Edgar Crammond, the Managing Director of the British Shareholders' Trust, Ltd., and a well-known figure in the City. He is seen bidding au revoir to his newly married son and daughter-in-law, Mr. and Mrs. John Crammond, as they are setting off from Heston Park Aerodrome on a honeymoon trip to the Near East

Peggy Joyce in Tears

PEGGY HOPKINS JOYCE, who was supping at the Café de Paris the other evening, has been reduced to tears by the slating bestowed on "Men, Marriage, and Me." Mr. James Douglas's effort in the *Sunday Express* made her particularly lachrymose. "These critics are criticising my book? They are criticising me!" she is reported to have said. "I wish now the wretched book had never been published over here. It isn't as though the money makes much odds to me." Judging by Miss Joyce's diamonds, I can well believe it. I think the critics have been unnecessarily hard on what is a much more real book than "Gentlemen Prefer Blondes."



Bassano

Miss Joan Fry, the famous lawn tennis player, whose marriage to Mr. T. A. Lakeman, of the Royal Tank Corps, will take place at Holy Trinity, Brompton, on November 12. Her trousseau is being made by Mme. Chrissie Bell, Ltd., of Conduit Street

Conservatives at Play

MRS. STANLEY BALDWIN, "Jix" and his wife, Mrs. Neville Chamberlain, and other leading lights in the social-political world, will perhaps be seen attempting midget golf for the first time next month when the headquarters of the Conservative Party holds the "Gateway of Empire" ball at the Kit-Cat. For what could be more natural than that they should intersperse a visit to the new miniature links adjoining the balcony between bouts of dancing to Johnny Hamp and his orchestra? The object of the ball is to raise funds to provide women organisers in the poorer districts of Essex and Middlesex.

Many Judges

ANOTHER political party that is to be given fairly soon is a mannequin competition at Londonderry House, held with the object of raising funds for the coming L.C.C. elections. There will be three classes for com-

A WEDDING OF NOTE

The bridesmaids and attendants photographed after the wedding at St. Martin's-in-the-Fields between Mr. Percy Basil Harmsworth Burton, a nephew of Lord Rothermere, and Miss Vera Poliakoff. They are Lady Patricia Moore, the Misses Olga Poliakoff, Barbara Burton, Betty Scorer, Phyllis Porter, Ingeborg Harmsworth and Master Michael King

petition—morning, afternoon, and evening dress—and such very different personages as Marie Tempest, Lady Melchett, Irene Vanbrugh, and Lady Moira Combe will act as judges.

The Duchess to be Present

SIR JAMES BARRIE'S famous comedy, *What Every Woman Knows*, will be seen once again at the Haymarket on November 24, when it will be presented by Godfrey Tearle. Even more interesting than the revival is the fact that the Duchess of York will be making one of her first reappearances in public since the birth of Princess Margaret. Lady Tree and Sir Gerald du Maurier and Miss Hilda Trevelyan will all play their original parts before a brilliant audience, which will include the Duchess of Bedford, the Duchess of Atholl, Lady Bertha Dawkins, Lady Dunraven, Lady Granard, and the Duchess of Norfolk.

A Jewel Ball

TWO days later Lady Louis Mountbatten will be the chairman of a ball for the first time since her illness last summer. It will take place at the Park Lane Hotel, and "sixty of Britain's loveliest women" will represent diamonds, rubies, pearls, emeralds, coral, turquoise, and so on. The object of the ball is to show that Hatton Garden is the natural jewel

Photographs *L.N.A.*

Mr. Percy Basil Harmsworth Burton and Miss Vera Poliakoff leaving St. Martin's-in-the-Fields after their wedding. The bride is the daughter of Mr. Vladimar Poliakoff, the well-known diplomatic correspondent and writer on mid-European affairs

MISS ELINOR PEASE *Lenare*

The third surviving daughter of the late Mr. Ernest Pease and of Mrs. Pease, of Mowden, Darlington, and Bembridge, I. of W. She is engaged to the Hon. John Durival Kemp, the only son of Lord and Lady Rochdale

TWO HORSES FOR THE CESAREWITCH

THE LEAS CLIFF HALL, FOLKESTONE

The magnificent Concert Hall at Folkestone where the recent Musical Festival took place. Sir Henry Wood, Sir Edward Elgar, Dame Ethel Smythe and Mr. Eldridge Newman were among those who conducted

MR. ELDRIDGE NEWMAN

The Musical Director of Folkestone, whose hard work and enterprise was so largely responsible for the success of the recent Musical Festival

market of the world. Miss Gladys Cooper, Lady Diana Cooper, the newly engaged Miss Tanis Guinness and Lady Dashwood will all dress up in costumes representing jewels on behalf of the Enham Village centre, which will doubtless benefit financially to no small extent as a result of this ball, which promises to be exceptionally interesting.

A Recent Wedding

IN our issue of October 1 we published a photograph of Miss Anna de Nys, who was a member of that highly successful combination, "That Certain Trio," whose cabaret performances were so popular in the West End. Miss de Nys was recently married to Mr. T. M. McKenna, a nephew of Mr. Reginald McKenna, and, owing to an error on the photographer's part, we described the gentleman who appeared with her in the photograph as her husband, and stated that he was a member of the trio in question. Mr. McKenna was never a member of "That Certain Trio"; and the photograph showed *not* him but one of Miss de Nys's colleagues in the clever combination already mentioned.

RACING HINTS

By "Old Orkney"

The old warrior, BROWN JACK, was beaten at Nottingham, but I am not throwing him overboard on account of this. I am still confident that he will put up a brave show in the Cesarewitch; and acting on later information from the right quarter I am having an each way wager on SHOW GIRL.

A few nice winners popped up for us last week and I hope to meet with early successes with the following:

GOLDEN CLOUD was soundly supported at Newmarket but was sprawling a bit at the finish. An easier gallop should result in losses being regained. Finished third over six furlongs, and in a previous race at Newbury was well forward over a mile.

PRETTY OBVIOUS is an obvious one to follow. At one period at Nottingham was out with a clear lead but apparently struck a bad patch. Started second favourite and finished fourth over seven furlongs. As Pretty Missie G. won a good race at Alexandra Park.

BALANCE improves with every race he takes part in. Was none too lucky when narrowly defeated over five furlongs by Carola at Newmarket. Was fourth in a close finish at York in August.

FIREAWAY has been running consistently well and is not unfairly treated in the Heath Plate at Newmarket on Thursday. Won over a mile and a half at Thirsk but was disqualified for crossing.

FLEETING MEMORY. Very unlucky this season, has an obvious chance to secure the Exming Stakes at Newmarket on Friday. This speedy horse has been placed five times and will have the support of many faithful admirers.

Friendship, Mr. Solly Joel's Cesarewitch candidate and the favourite for the race. Trained by C. Peck, it carries 7 st. 9 lbs

W. A. Rouch

Paul Tanqueray

LADY MILBANKE

A camera portrait of the beautiful wife of Sir John Milbanke. Her husband, who is the eleventh baronet, is well known in sporting circles, and his many fine performances in the ring have earned him the nickname of the "Boxing Baronet"

OUTDOOR FIELD SPORTS

Central News

A recent meet of the Eton College Beagles at the Kennels. Mr. C. A. Guntry, the Master, and Mr. C. Wood, the First Whip, are seen with the pack

Sport and General

Earl Bathurst, M.F.H., at a cubbing meet of the V. W. H. (Cirencester). It took place at Pope's Seat, Cirencester Park

Topical

AT DAWN

An early morning's cubbing with the Craven at Arlington Gate, near Newbury. The Huntsman is seen bringing his pack up a steep part of the common on foot.

News Illustrations

HUNTING IN THE NEW FOREST

Constance, Duchess of Westminster, and her daughter, Lady Mary Grosvenor, out with the New Forest Staghounds at their last Autumn meet. It took place recently at Mullyford Bridge

CAPTURED BY THE CAMERA

Topical

A fair follower of the South Berks taking a ditch during a morning's coursing. The meet preceding the run took place at Burghfield Common, in Berkshire

Sport and General

Hounds run their quarry to earth at a meet of the Wye Valley Otterhounds, at Sear Bridge, near Newport, Mon.

Sport and General

Taking the otter from the water after a kill by the Wye Valley Otterhounds, a flourishing pack of twenty couples, which hunts rivers in Gloucestershire, Glamorganshire, Herefordshire, Monmouthshire and Worcestershire

AT THE PLAY

LAUGHTER OF TWO KINDS

"The Breadwinner," at the Vaudeville Theatre

IT has been said that a good plot for a play can be written in a circle the size of a sixpence. Mr. Somerset Maugham's story of *The Breadwinner*, his new comedy produced at the Vaudeville Theatre, could be so condensed. Put briefly, it is that of a man fed up with wife, family and job on the Stock Exchange, determining to say farewell to all.

THAT is the bald outline, and, in the main, the play consists in showing his reasons for doing so. First and foremost comes Charles Battle's boredom with his children, which is not surprising, for, as pictured by the dramatist, they are a nasty pair—especially the boy. I think that in his desire to create sympathy for the father the boy's character has been painted in colours rather too unpleasant and is hardly a typical specimen of to-day. Thank heaven, I have never met quite so poisonous a youth.

Alfred Granger (Evelyn Roberts) delighting in a bit of "rough house" with his children, Diana (Margaret Hood) and Timothy (William Fox)

THE middle-aged wife is not much better. She is a silly, vain, flirtatious woman, who really doesn't care two hoots about her husband, except in so far as he provides the pelf wherewith she can queen it at Golders Green and bring beauty into that salubrious suburb by introducing the residents to Armenian folk songs.

Charles Battle (Ronald Squire) caused cynical amusement by the attempt of Dorothy Granger (Dorothy Dix), his best friend's wife, to vamp him

WIFE and family are sufficient to make Mr. Battle sick of home life, but what would, even more, have made me seek pastures new had I been that gentleman, was Mr. Alfred Granger—friend and solicitor. He is a hearty bloke with a revolting method of speech. He talks about a "facey-wacey," and though he did not say it, I am convinced a lost case before Mr. Justice Horridge-Porridge would have been taken to the Court of Appealy-wealy. Ye Gods! *What* a man! I have, for my sins, met people like Mr. Granger, but they were never solicitors!

MR. BATTLE sees his chance of escape from all this plus the daily drudgery of the Stock Exchange—very cleverly described—and the five days a week journey by tube—when a client fails him and he becomes insolvent. He could still save himself, for his reputation is good and a bank comes to his rescue, but he prefers to be broken under the hammer, and at three p.m. one afternoon, just as the hammering takes place, some six miles distant he returns from a walk on Hampstead Heath and tells his family why he did not accept the proffered aid. He has a nest egg put away where the Official Receiver cannot suck it, which will give £750 a year to his family while he will be content with an income of £250 with which to start a new life.

THE dramatist—even granted that he tampers with the scales—in weighing up the advantages of married life, suggests that in many cases a husband's lot in making money to be spent by wife

By Vernon Woodhouse

ILLUSTRATIONS OF "THE BREADWINNER," AT THE VAUDEVILLE THEATRE, BY H. H. HARRIS

Charles Battle (Ronald Squire) displays his top-hat, representing the broken badge of servitude, to his daughter, Judy (Peggy Ashcroft), and son, Patrick (Jack Hawkins)

Margery Battle (Marie Löhr), wife of Charles, who brought beauty into Golders Green and disaster into the home of the Battles—aptly named

and offspring in living in luxury is a silly one, and he would be far happier if he ceased to do so. That being the case, I advise every married woman with a husband similarly circumstanced to try to prevent his seeing *The Breadwinner* in case it put an idea into his head.

THIS is far from being Maugham's best play, for it sometimes wobbles between farce and real life in a disconcerting manner, but it is intensely amusing, even though the laughter it occasions is of the bitter variety. Ronald Squire, as the husband, plays the part with a delightfully easy touch, but rather fails to suggest the resolution necessary in a man capable of taking so drastic a step as Mr. Battle's. Evelyn Roberts makes much of the hearty solicitor, Mr. Granger. Marie Löhr and Dorothy Dix as the two wives give point to recognisable types, while their respective offspring are made as odious as can be by Jack Hawkins, William Fox, Margaret Hood and Peggy Ashcroft, the latter being a more difficult part when suddenly having to reveal a vein of unexpected decency.

"It's a Boy," at the Strand Theatre

DON'T ask me to recount the plot of *It's a Boy*, a farce which Austin Melford has written for the Strand Theatre with acknowledgments to a German source, for the plot might not sound funny, and this happy-go-lucky play most certainly is. In a long course of theatre-going I cannot remember ever having seen anything so utterly absurd and yet so extraordinarily amusing.

It's a Boy provides the longest laugh which London has enjoyed for years and years, and the reason is that in all the farcical situations with which the author has provided them Leslie Henson and Sydney Howard are not mere buffoons. Their humour is founded upon keen observation.

HERE we have Henson the alert at his very, very best. He never misses a chance given him by the author, and he makes chances for himself. The ponderous method of Sydney Howard—one can almost hear his brain creaking—is a perfect foil to the nimble wits of his partner, and in the scenes where they appear together as women novelists—Sydney Howard looking like a frequenter of a suburban bridge club—or smacking lips over the morning glass of milk in which brandy has pride of place, they are inimitable laughter makers.

STILL better, this funny musical comedy without music does not drag when they are absent from the stage, thanks to the good work put in by Author Austin Melford, Connie Ediss and Henry Crocker, while humour plus good looks are provided by Vesta Sylva, Muriel Montrose and Marjorie Brooks.

This clever company will have to resign themselves to the fact that there will be no summer holiday for them in 1931!

V. W.

THE MARCHIONESS CURZON'S SHOOT

Lord Stanley (left), Mr. Bouch, and the Marquess and Marchioness of Blandford on their way to the shoot at Hackwood Park

Topical Press

Topical Press

(Left) The Earl of Granard bringing down a "rocketer." With him is Lady Stanley

Topical Press

(Right) The Marquess of Blandford, the Duke of Marlborough's heir, in action

Photopress

(Below) Capt. Lionel Montague and the Hon. Freddy Cripps returning from the shoot

PARIS GOSSIP

Photopress

A general view of the interior of the Paris Motor Show at the Salon de l'Automobile, in the Grand Palais. British cars were well represented this year and attracted considerable attention

MOTORS, SPORT, and THE THEATRE

By Sylvia Lyon

Illustrated by A. GALLAND

THIS week we have with us, ladies and gentlemen, the Salon de l'Automobile. I hope that the police official in charge of motor traffic has had a long and pleasant vacation, because he will surely need another one when the Automobile Show is over. The Salon is supposed to be in the Grand Palais, but in truth it is all over Paris. From the Rond Point des Champs Elysées to the Place de la Concorde both sides of the avenue are lined with hundreds of demonstration cars and uniformed chauffeurs and mechanics. The Avenue Victor Emmanuel III is also thronged with an overflow of fresh from-the-factory cars, as is the Cours Albert I. While on Wednesday and Saturday mornings the public market in the Place d'Alma is one black and noisy mass, and it is confusing to imagine whether the people are out to buy cars or fresh vegetables.

ON the upper Champs Elysées I saw two huge Renaults sitting proudly in the middle of the side-walk; the Place de l'Opéra is worse than ever with day and night exhibitions of new Citroëns and Peugeots. In order to regulate the traffic during the Show, I think that the Prefect of Police should engage the Dolly Sisters as special officers. Jenny should stand still where the traffic should halt, while Rosie should walk where the cars should follow. As neither are acting at present, and as gambling is not allowed within one hundred kilometres of Paris, they would not find themselves out of the public eye. What is to be seen within the Grand Palais I will leave over till next week, as the first days more resemble an horticultural show, with employees rushing about with palm trees to decorate the stands.

"I'm going to move away, for a healthy atmosphere is no place for a writer, is it?"

THE entire Champs Elysées quarter from the Rond Point to the river has suddenly become a domain of sport. Next to the Grand Palais, the Palais de Glace is open again for the winter. Nearby in the Avenue Victor

Emmanuel III is Gastinet and Riquet, gunsmiths, who have the best shooting gallery in Paris. The place is filled with trophies won by visiting monarchs, most of them awarded with a wink. It was to this "tir" that King Carlos I of Portugal was invited by a very smart shooting organisation. He was a good shot, but not so good as several of the members. However, he was presented with a cup, and he naturally had to accept it. But he said to the president ot the club, "We may be Kings, but not all of us are fools!"

"Antoine Bibesco rushed down to the first row to speak to Tristan Bernard"

IN the Avenue Montaigne is a stable and riding academy, while across the street at number 49 is a newly opened indoor golf school and shop with perfectly grand English clubs and shoes. The boundaries of this athletic quarter end, of course, in the river. In the Cours Albert I is, at present, the Salon Nautique, and canoe and motor boat races are being held daily on the river. In other words, this neighbourhood is becoming entirely too healthy, and I am going to move away, for a healthy atmosphere is no place for a writer, is it?

A LOVE MATCH *Central News*

King Boris of Bulgaria, whose engagement to Princess Giovanna of Italy has been received with delight in Sofia, photographed at Balmoral with His Majesty when he visited this country. The trouble with the Pope concerning this betrothal has now been successfully overcome

PRINCE ANTOINE BIBESCO'S new play, *Mon Heritier*, which has just been produced at the Theatre des Mathurins, is filled with surprises. During the first act the audience is in doubt whether the play is to be a comedy or a tragedy, and the author evidently wanted to cause this little confusion. This continues in the second. In the third act the principal male character is pathetic in one line and just a disgusting old man in the next. The last act is high comedy; in the four acts one sees, feels, hears revelations of every known sin, physical ailment, medicinal remedy, and good and bad human quality and emotion which is in existence at the present day.

THE story is this: The old Marquis of Sark, a rich, avaricious, rheumatic, sciatic, bad tempered, badly-dressed Englishman, lives in Biarritz in retirement and in horror of his compatriots. The only English people he sees are unavoidable: his nephew and heir, Jack Barton, and his niece Madame Villers. Jack is a coureur, his sister has a taste for opium; they are both after their uncle's money, and they are pretty dreadful. Jack induces his uncle to undertake massage treatments from a woman doctor, Naomi Kent. This is a foolish move on Jack's part, because, as he is smitten by Naomi, and she not only cures the old man of his various ailments, he falls in love with her. The Marquis married Naomi secretly at San Sebastian.

RETURNING to Biarritz, Lord Sark has two regrets: he has promised that theirs shall be a mariage blanc, and that he is too old to do anything about it. I am not fooling; this is really tragic, for Sark for the first time in his life is really in love. Not knowing of the wedding and believing that Naomi is living in the house as his uncle's nurse, Jack unsuccessfully attempts to seduce her. But ah! He returns through a window and carries Naomi off to her room. Curtain.

BUT I wondered how Jack would have had energy left even to kiss her. In the last act Naomi is enceinte. She has just returned from a yachting voyage with her husband, and refuses to have anything further to do with Jack, who is greatly surprised. She tells him that she is going to have a child and that she is married, but not to whom. Lord Sark draws a confession from his wife, and although grieved, suddenly evinces great joy. The advent of a child will be the best possible joke on its father. It will be his own heir. He makes this announcement to his nephew and niece, and Jack, perfectly helpless, finds himself in the ludicrous position of being told that he will be the infant's godfather.

THE most touching moment of the play was not on the stage but in the audience. At the end of the répétition générale, Antoine Bibesco, who was seated back of me, rushed down to the first row to speak to Tristan Bernard. It was a very pretty gesture, this impulsive consultation of a younger playwright with a much older one. I could see Bernard's huge beard waving approval.

S. L.

A COLLECTOR OF ANTIQUES

BUILT TO AN IDEAL

C.F.H. 358

Fort DUNLOP

FLYING NOTES

The S. of S. and D.C.A.

To a young Service like the Royal Air Force, and to a young industry like that of aviation, the loss of a political chief may be a serious matter, and the Prime Minister's task in selecting a capable successor to Lord Thomson is difficult. By comparison, however, that of appointing someone to fill the gap left by Sir Sefton Brancker is almost an impossible one. There can never be another D.C.A. quite like our "General," the Peter Pan of aviation. His vision and his optimism were unique in that they were practical, founded on twenty years' experience of flying and flying people in all parts of the world. His example of energy personified can never be surpassed by a man of his age, and, in fact, Sir Alan Cobham is probably the only younger man in aviation who has the same temperament in that respect. That his place will be taken by someone with great experience of flying is certain, for the post of Director of Civil Aviation cannot be filled adequately by a landsman, and, in fact, the safety of those who fly depends to a great extent on a wise choice from candidates who are, unfortunately, too few. There is one other name which stands out apart from those interested solely in airships—Squadron-Leader E. L. Johnston, a qualified master mariner and the leading air navigator of his day. He was the organiser of the Guild of Air Pilots and its Deputy Master—Sir Sefton Brancker being the Master—so that this young association has lost its leaders and flying people generally have lost in Johnston not only a master of his craft but a delightful personality.

Capt. E. W. Percival and Mr. Arthur McKenzie at Le Bourget en route for Cannes, which was reached in 5½ hours flying time

THE PROBLEM OF THE AIRSHIP

By Capt. C. E. Ward

The Conquest of the Air

To suggest, as some have done, that the airship disaster will retard aviation progress in general is absurd. The problem of airship design, construction and operation is absolutely distinct from that involved in a heavier-than-air machine, the latter being already proved as a safe and economical commercial vehicle, whilst the former must remain very much in its experimental state until helium or some other non-inflammable gas is available for lifting purposes, and until the heavy oil engine is more efficient. The loss of so many valuable lives must serve to direct more attention and more money to the heavier-than-air machine. Imperial Airways' routes to Australia and South Africa are already planned in detail for service by aeroplane and flying boat, whilst that to Canada may be in operation sooner than we expect via Iceland and Greenland, leaving only the South Atlantic connection to the West Indies and that from Australia to New Zealand to be made when machines are larger, faster and more efficient load carriers. To Sir Sefton Brancker airships were a side issue, something on which vast sums of public money had been spent without any reasonable prospect of safety or commercial success. He was essentially an aeroplane man to whom the conquest of the air presented only known problems whose solution was in sight, and it would be a fitting tribute to his memory if we gave his name to one of our principal air ports, or better still, to an air route of the future which was of his own conception.

Howard Coster

The late Sir Sefton Brancker, Director of Civil Aviation, who perished in the R101 disaster. It will be extremely difficult to fill the post he occupied with such conspicuous success

The Hendy "302"

This is a comparatively new machine, shortly going into production, which has an exceptional performance, and should be studied by all pilots and private owners. It owes its name to Mr. Basil Henderson, who, in collaboration with Mr. H. Miles and Captain E. W. Percival, has financed the experimental work. Captain Percival has been operating aircraft in Australia for the past ten years, carrying out joy-riding, taxi work and surveys, so that he brings into the partnership a fund of knowledge and experience gained under exacting conditions where machines are required to do anything and everything and be maintained hundreds of miles from an organised aerodrome. The Hendy "302" has a top speed of 135 miles an hour with a "Hermes" engine, and cruises comfortably at 115 with a range of approximately 800 miles in still air. It is being produced as an occasional three-seater, the wings fold, and the view from the pilot's seat is excellent in all directions.

The New Aerodrome in the South-Wset

The Roborough site at Plymouth, which has been used for many years as a temporary landing ground for joy riders and for Transatlantic passengers who have missed the boat train, has at last been cleared and licensed for all types of machines. The Plymouth Aero Club and Mr. Bernard Wilson, the well-known pilot, organised an opening meeting which was well attended. Most towns are more fortunately situated in that they have good potential sites within easy reach of their centres, but the wheels of local government business revolve so slowly that the present sites will no doubt become housing estates before their loss to the community is realised.

G.

"EVERGREEN"

Mr. Cochran's Latest Mammoth Revue . . .

Sasha

(*Above*) *Three members of the clever and good-looking chorus—a feature of the production—who take part in Chas. B. Cochran's musical show, "Evergreen," which was given for the first time at Glasgow last Monday*

Janet Jevons

Jessie Matthews, who, with Sonny Hale, plays lead in "Evergreen," which will be seen in London in November

Sasha

One of the incidents in this revue of twenty-two scenes which might aptly be called "Busking in the Basket"

Sasha

The costumes in this revue are brilliant and startling. Here is one of the two thousand which reveals rather than conceals the charm of the wearer. The company and staff exceed two hundred and fifty in number. The scenery weighs fifty tons and a revolving stage is required for the production. Prodigious!

THE LITERARY SHOW

How Doth the Busy Biographer? By J. A. Hammerton

H. G. WELLS

WE are to have a biography of H. G. Wells. I look forward to it with pleasure as I gather that it is to be mainly a record of facts, and not an example of the new biography, which aims at presenting one man's notion of another without regard to the ascertainable facts. There is no easier job than to write a book exhibiting Nero as a model of all the virtues, Henry VIII as the ideal husband, or, let us say, Gladstone as a vieux marcheur. Fix your idea and go to it! You are a poor hand with a pen if you can't make out a case.

THE biographer of the new "psychology" school has a lordly contempt for dates and actual occurrences (these take time to ascertain and verify); his plan is to build up a largely imaginary personality from such easily obtainable material as a few characteristic stories or private letters, and especially to secure attention by presenting an aspect of his subject sharply in contrast with the popular conception. An easy job, I repeat. And productive of some devilishly interesting results. If the real subject of the biography escapes like a trout from the hands of the guddler, what matter? The reader has had a thrill.

"Henry VIII as the ideal husband"

I AM old-fashioned enough, however, to feel that a man who sets out to tell the story of anyone's life should begin as nearly as possible at the beginning and keep as straight a course as he can to the end of his tale. Every life has in it something of drama. The mere fact of resisting the lethal forces of nature for approximately seventy years is interesting, just as the achievement of fame in the twenties and the attainment to the tomb before thirty imply drama and wistfulness. Frustration is a prolific source of dramatic interest. A straightforward story properly told needs no fake dramatisation of the Lytton Strachey or Emil Ludwig type. Facts effectively stated often speak more eloquently than the brilliantly clever biographer who is too prone to illustrate merely his own cleverness. Look at the simple statements of dates on the tombstones in your nearest graveyard and you will acquaint yourself with more tearful dramas of real life in five minutes than our busiest novelist could invent in five years.

I TRUST the author of this Wells biography won't try to be too clever. He is a young man named G. H. Wells, in no way related to H. G., to save confusion with whom he now writes under the name of "Geoffrey West." He has written a novel, but I know him only as the compiler of a most competent *Wells Bibliography*, and having read an advance chapter or two of *H. G. Wells: A Sketch for a Portrait*, I feel I shall want to add it to the crowded Wells shelf in my library.

MY admiration for H. G. Wells is long-sustained and intense (not "intensive," as Geoffrey West would say; he writes of *intensive* animosity!), never having suffered eclipse in thirty-five years. For twenty years at least he has been the most vital literary force in England. Especially do I admire his frankness; his freedom from posturing. "If he thought it worth while carrying out, it would have been monstrously self-important and sham modest to refuse him my friendly offices." This, in agreeing to have his life written and to check the statements of facts, is entirely in harmony with his life-long war on humbug.

"Has a lordly contempt for dates and actual occurrences"

MAJOR AND MRS. P. C. WREN

Photographed during a sea voyage from which they have recently returned. Major Wren's new book, "Mysterious Waye," is published by Messrs. John Murray

I WONDER if the seventeen-year-olds of to-day are having such thrills as those of us experienced at that age when, so long ago as 1888, the *Scots Observer* first appeared to add to the gaiety and the sanity of the literary world. Has any new review come out in these later days whose first number has contained a piece of verse so haunting as "Danny Deever," by a writer as likely to make as big a stir as Rudyard Kipling did? I do not think so, but one must not pretend to the same intimacy of knowledge in a world of letters grown vast beyond all comparison with that of thirty or forty years ago.

Sport and General

SPORT IN THE HIGHLANDS

Mr. Bernard Docker trout fishing on the Tylt. The photograph was taken at Forest Lodge, Blair Atholl, in Perthshire

MY thoughts have been sent back to these days of my youth by the publication of *W. E. Henley: A Memoir*, by Mr. Kennedy Williamson. I retain the most vivid memories of reading Henley's *Scots Observer* week by week at the Mitchell Library of Glasgow, and entering thereby into a new world of mental adventure. Henley was one of the most astonishing men that have appeared in modern journalism. He has had to wait so long for a biographer that I am doubtful if there is a considerable body of readers to-day who have any acquaintance with his career or any conception of his personality. It was never my good fortune to meet him, but I grew up in his tradition, and have a vague memory of seeing him in clubland when his fiery whiskers had turned grey. Yet most of my life he has been one of my enthusiasms, so much so that some years ago I even contemplated the possibility of attempting what Mr. Williamson has tried.

I HAD, however, heard that the one man who had the right to present a portrait of Henley to a generation that knew him not, and the capacity for the task, was engaged upon it. Charles Whibley was one of Henley's most intimate friends, they understood each other, they were both extraordinary personalities, though Whibley was of a smaller mould than Henley. Whibley now has gone with his task unfinished, and it is a matter of very great regret that a really adequate biography of Henley, with a proper use of the hundreds of letters that are available, was not written by his friend and literary executor. I look upon Whibley's defection in this respect as little short of a betrayal.

HENLEY was essentially a great editor; he was also a fine and original poet, and a virile writer about books and men, but certainly not a great critic. I feel that if he could have been presented to the generation of to-day as Whibley was able to present him he might have been made as vividly alive as any of the immediate objects of its admiration. There was, as we all know, something of Henley in Long John Silver, and I had hoped to find a swaggering, self-assertive personality thumping its way with its pathetic crutches through Mr. Williamson's pages. Unfortunately the biographical method which he has adopted does not permit of the dramatic presentment of his subject, and no definite, clear-cut, or vigorously delineated figure of a man arises from these rather pedestrian pages. When his biographer writes, as he approaches the tragic episode of the death of Henley's idolised child: "During those last few weeks Henley trod a darker part of the valley than he had ever known or, by God's mercy, was to know afterwards," I cannot imagine a phrasing that would be more likely to have made Henley himself cry out in protest. This is precisely the "bleat" which Henley loathed.

J. A. H.

BY WILL OWEN

CANDID FRIEND: "*If I were you, I should scrap it, old man, and do it all again*"

"FROM THE PARIS PLANE"

One of the many remarkable pictures by Mr. C. R. W. Nevinson which is included in the recently opened exhibition of his works at the Leicester Galleries

"With nothing to lose—not even chains" is the title of this allegorical picture, which includes portraits of Mr. Nevinson and his wife. The Nevinsons are famous not only in Art, but also for their cocktail parties

If — — — Gossip We — — — Must.

AIRSHIP building was always a project dear to Lord Thomson's heart. Whenever it was attacked he sprang to defend it. He believed in the future of airships for civil as well as military purposes, and—irony again!—only lost his usual calm when anyone ventured to suggest that they were not safe. Sir Sefton Brancker, on the other hand, has lost his life in a machine in which most emphatically he did not believe. Although he was himself a bad pilot, and admitted the fact, Sefton Brancker considered that the future of aviation (and the present, too, for that matter), lay only with heavier-than-air machines. And, with all due humility, I venture to put forward that as my opinion too.

NOT since the appalling disasters of the War years—to which, alas! we became inured almost to the verge of callousness—has any news struck the country so staggering a blow as the loss of the R101. By those who were, as I was, on the scene a very few hours after the disaster, when that twisted carcase of blackened aluminium was still smouldering, the sight will never be forgotten. The oft-repeated cry of a veteran farmer from the Beauvais district, who had actually seen the ill-fated dirigible descend in flames, "J'entendais des gémissements, J'entendais des gémissements!" will, I think, ring in my ears as long as I live.

FOR months, I imagine, inquiries into the causes of the tragedy will drag on, and experts will meet in conference, and meet again. This must, of course, be done, though there can be but little satisfaction in these inevitable processes, and of consolation nothing at all. But for one result of the disaster we may have reason to be grateful: it has "put paid" to lighter-than-air aviation, probably for ever. No more of these costly, dangerous, and erratic monsters are likely to be constructed. There is grim irony in the fact that the man who swore by them, Lord Thomson, has paid gallantly with his life.

Johnny Hamp, the man who is introducing the "Whispering Melody" dancing to London. He and his orchestra, the "Kentucky Serenaders," are to be heard at the Kit-Cat Restaurant

IT is hard to realise even now that we shall not see "the Brancker" again. He was so virile and so intensely vital. With the sternest devotion to duty and to hard work, he found time, nevertheless, to attend innumerable social functions, to dance at parties until 3 a.m., and to be an indefatigable luncher-and diner-out. As the result of this he was always being pestered to find jobs for people. Having a kind heart, he did undoubtedly do plenty of good turns in this way. But there was nothing that he did that savoured of favouritism or nepotism, and no man was ever given a job by him who was not worth his salt.

THE disaster has hit "the little season" a distinct blow. Recovery from such blows does not, however,

MADELEINE CARROLL *Dorothy Wilding*

Whose presence in the cast of British films seems to be a sine qua non nowadays. Whether the undertaking of so much work will tend to improve or spoil her acting is a question which is exercising the film critics

THE "BARE" IDEA!

Lord Cromer, the Lord Chamberlain, recently ordered that a nude papier-maché bust used in the revue at the Victoria Palace be draped.

E'EN were I a Shakespeare or Homer
I very much doubt if I could
Do justice in full to Lord Cromer
For his work so excessively good.
No more now shall pâpier-maché
Excite passions vulgar and rude
For they've now had to drape
In thick, decorous crêpe
A bust that, though lifeless, was nude.

Let's hope our producers continue
The good work so nobly begun,
And try in the future to win you
With nothing but pure, "refeened" fun.
If, for instance, they find a piano
Is needed, I earnestly beg
That it will not be viewed
In the blush-raising nude
Minus trousers on every leg.

And even though here in old London
Producers give up in despair
Declaring, "By prudes we're undone"
We need not their misery share,
For even though West End productions
Are jumped on to-day out of hand,
There is still quite a lot
Of clean fun to be got
From a show which includes Cromer's
Ban(ne)d. *B. W.*

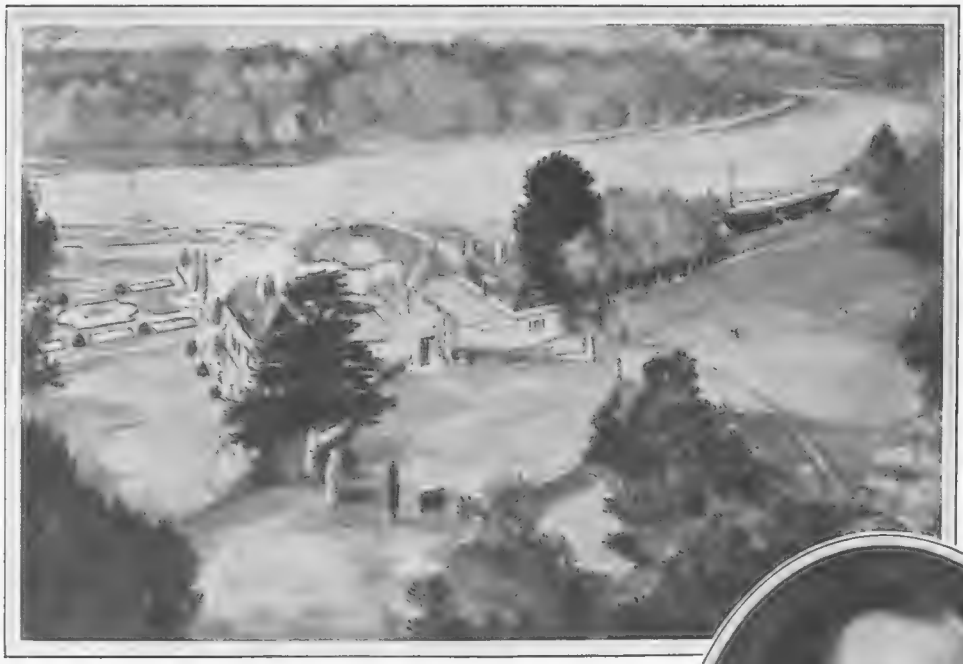
take long. So much the better, or so much the worse—according to your point of view. But for some time the theatres felt the draught, restaurants showed a falling off, and I know of several parties which were cancelled. The season of regimental dinners, of Old Boys' reunions, philanthropic dinners, and similar ghastly functions is upon us, and this list has not in any way been diminished. Such gatherings have no touch of gaiety about them, and can be relied upon to supply gloom appropriate to any occasion of national mourning or solemnity.

THE gods have not been good to ultra-Conservatism of late, for it has lost two big figures—comparatively young men, both of them, in the Duke of Northumberland and Lord Birkenhead. All that need be said of "F. E.," that most lovable, kindly and brilliant six feet of pugnacity, has been said. All political parties united to pay their tribute to a big man in every way. The ineffable *Daily Herald* alone stood out, and snapped at him before he had been dead twenty-four hours. Of course, "F. E." was downright and vigorous in his hates. He hated equivocation and smugness, and he hated the sedulous apes who in this country toy with or pay lip service to Bolshevism, as much as he loathed the abominations of Stalin, Zinovieff, and Trotsky.

So the *Herald* must needs turn on a gentleman called Laski to declare that his life was "barren of achievement," that "he comported

By A. R. Cane

"Oh! Major Scottem, couldn't you possibly have rescued your poor friend who was captured by cannibals?"
"Unfortunately, when I arrived he had already been scratched off the menu!"



Poulsen's Club, the new country club at Datchet, which will open next May for the summer months. Situated on an attractive part of the Thames, it will include an aerodrome, lawn tennis courts and a golf course

Sasha

MR. M. POULSEN

The man responsible for promoting the plans for the new country club at Datchet. One of the creators of the Café de Paris, Mr. Poulsen is also the proprietor of the Café Anglais in Leicester Square

By Starr Wood

"Look out, Maggie, I believe I'm going to sneeze!"

himself on academic and political occasions without regard to the dignity which human relations normally involve," that "nearly everything he touched was dealt with in a harsh and acrimonious spirit," and that "he is less likely to be remembered in history than any other politician in modern times."

THE paper's gossip-writer then takes upon himself to declare that "F. E." behaved "like a cad," because, during the Casement trial, "I saw him loll back in his seat and pretend to go to sleep during the last tragic oration of the man he was sending to the gallows." Roger Casement was a foul traitor who deserved his fate. What was "F. E." expected to do, if not to remain quiet while the prisoner had a chance of defending himself? Was he supposed to lean forward and applaud him?

HOWEVER, to turn to more cheerful subjects, the Nevinsons' party being one of them. The only sad news I gathered in the course of this was that it was to be the last of a really brilliant series. I can only hope that (i) the Nevinsons will change their mind, or that (ii) a new series starts with all possible speed. The secret of these studio parties seems to be that if everyone is made supremely uncomfortable, then everyone will be extremely happy. Strangely enough, this works out very well indeed. The studio is a large one—it is, in fact, two studios thrown into one—but there is never room to move in either. Yet every guest seems to get enough to eat and to drink (in fact, every bit as much as he wishes), and an absolute maximum amount of enjoyment. And through all the tightly wedged crowd of Bohemian celebrities creeps, almost unnoticed, that "wee cow'rin' timorous beastie," Aubrey Hammond.

ARNOLD BENNETT and H. G. Wells were at that party's predecessor, but on this occasion literature was represented mainly by Michael Arlen, who came in morning clothes, as did Sir Nigel Playfair. The two Jameses—Pryde and Gunn—were among the many painters, and Mark Hambourg, Herman Finck, and young "Willy" Walton represented music, in addition to a horde of conductors. These celebrations, by the way, were a sort of preliminary ceremony to

Stage Photo Co.

Ernest Graham, the well-known character actor, as he appears in the rôle of a German spy in "Sons o' Guns," the successful musical comedy at the London Hippodrome. He is the hon. secretary of the Stage Golfing Society

the C. R. W. Nevinson exhibition at the Leicester Galleries. I advise you to look at these pictures, two of which are reproduced on page 138, and can only hope that the Galleries will be as full as the studio.

THE recommendation that the salary of a Prime Minister should be increased from five to seven thousand a year by the Select Committee appointed for the purpose of reporting on the matter emphasises, once again, how barristers have bagged all the political plums; but I doubt, such is the power of the legal profession, even if the Prime Minister's stipend is increased, that there will be very much reduction in the salary of the Lord Chancellor, who gets ten thousand a year, or that of the Attorney and Solicitor-General who, between them, pouch about forty thousand! It is, of course, a greater honour to be a P.M. than one of the legal officers, but when it comes to a question of profit, the legal lights see to it that they are far better paid for far less work.

IT is somewhat ironical that the question of a Prime Minister's salary should have been raised when a Labour Government is in office, if not in power. Even granted that five thousand a year is an insufficient sum with which to sustain the dignity and expenses of that post, an immediate increase would, I venture to think, be regarded with cynical amusement by others besides Mr. MacDonald's political opponents. I can imagine, for instance, what "the Reds" would say about it! We have indeed progressed since the days when Mr. John Burns—the first Labour M.P. to hold Cabinet rank—said no man was worth five hundred a year, but accepted a salary of about five times that sum with all becoming grace!

THE Motor Show always brings a welcome fillip to the theatres and cabarets in the West End, for a surprisingly large number of provincial people make an annual pilgrimage to town to see the luxurious models, if not the equally luxurious young men who adorn the stands at Olympia. Many theatres have arranged special matinées over the period covered by the Motor Show, a step that is fully justified, for your visitor from the Provinces is usually a cheery fellow who is as keen on cabarets as he is on carburetters, and is both ready and willing to pay handsomely for his amusement provided he considers that he is getting his money's worth out of it.

Howard Coster

RONALD SQUIRE

As he appears in Somerset Maugham's new play, "The Breadwinner," at the Vaudeville Theatre. He takes the part of a stockbroker who was hammered, sooner than stand his family any longer

THE CHEERFUL CHARM OF COLOUR

By Blanche B. Elliott

Another version of Molyneux' striking tweed ensembles which shows the new gathered skirt and the higher waistline. The straight scarf is bordered with beaver which accompanies the beaver muff

WERE I asked what was one of the outstanding points in this season's fashions, I would have said the strong feeling for colour. Those principally shown were brown, green, many reds with wine shades leading, and a dark corinthe, a few dark blues for evening, a sapphire shade, and a light turquoise as a new "young" colour. Also there were some off-blacks which had a certain vogue.

WITH all this there was a great deal of black and white shown, as there invariably is in every Paris collection, for the Frenchwoman is very partial to it. It is incidentally the easiest combination to look smart in. Recently certain fashion writers have proclaimed in a chorus (and what feverish folly one does read under this heading!) that only black and black and white are fashionable. In this they are definitely wrong. Black and white is always smart. They are quite safe in saying so, and also that it was shown a great deal at this season's collection. But happily there was colour too. Some houses went out for certain shades, while there were many who showed all colours without partiality for any particular one.

CHANEL was amongst these, and she featured reds, blues, greens, brown, and a pale pink and pale blue together. Patou favoured greens, choosing a special pale yellowish shade like a lily of the valley leaf. About this he assures his clientele that he has consulted "the most authoritative chiromancers," who declared it can only bring happiness and good luck because it is a yellow green, and therefore enjoys protective astral influences. Where, by the way, does the superstition arise about wearing green? Does it date from the old Irish song about the "Disthressful country where they were hanging men and women there for the wearing o' the green"?

NEVER surely was there a greater need for the brightening influence of colour than there is now. For colour would certainly tend to enliven the prevailing gloom, and who is not at this moment immersed in it? It has really become our clear duty to combat by every means in our power the wave of depression that is passing over the world, and particularly, perhaps, ourselves. Colour is an excellent and decorative weapon to use. If you must have black (of course we all have the inevitable black rag to fall back on!) which en masse is dreadfully depressing, wear a dash of white, or a

touch of turquoise blue, the prevailing vogue of the moment. A turquoise bead necklace, real or otherwise, gives a delightful touch.

RED is one of the most cheerful tones. Wine shades are fashion's choice, but other brighter reds are also quite good. Wear black fur with it, preferably astrakhan, dull, black gauntlet gloves, and black accessories. If you choose the dark, bottle green you can wear a brown fur or the newer combination of astrakhan beige or Krimmer with it. Worth has a lovely old blue which is good also with Krimmer. Browns are amongst the first favourites, and for sports wear nothing is better with it than a new burnt topaz or yellow. Blue tweeds are flecked with grey and worn with grey fur. All one's accessories must be keyed up right in the colour scheme. This is an important point, and needs judgment and good taste. With black, of course, such difficulties do not arise.

Augustabernard creates an evening gown of black tulle, and places a ruching of turquoise-blue velvet ribbon under the top tunic flounce. The waistline is fitted and the full skirt touches the floor. Model Augustabernard

Patou's model in black cloth aptly illustrates the 1930 silhouette. The flared coat, with its slim waistline and astrakhan trimming, shows a strong Russian influence. The deep, shaped cuffs are of astrakhan, which also trims the close-fitting felt hat. Model Jean Patou

FROCKS for skating is a matter which should engage our immediate attention, for this pastime promises to be the great winter vogue. The indoor skating frock differs from the outdoor, and the present need is for the smart little flared frock we can also lunch, tea or even dine in. Here, again, bright colours look best against the grey white of the ice floor, and there is plenty of scope for smart dressing which is at present, with few exceptions, conspicuous by its absence.

TO be serious for a moment and deal with the trade side of this big subject of dress, which affects the employment of millions of our people, one of the things that should depress us most is our own individual stupidity and mass inertia, by which we are losing not only our customers in other nations, but, more serious still, not even holding our own. In Paris, which should be our inspiration in matters sartorial, we neglect our opportunities repeatedly. I must hold over the typical case told me by the exasperated head of an important French house till next week. B. B. E.

The "Midway Rhythm," demonstrated by Mr. Frank Ford and Miss Murielle Sturgiss, at the Empress Rooms, Kensington. (1) The Beginning of the Straight Movement. (2) Straight Movement, First Part. (3) Straight Movement, Second Part. (4) End of Straight Movement. (5) The Glide, First Part. (6) The Glide, Second Part. (7) Beginning of Side-beat. (8) Reverse Drop Back

BEATING A TRAIL THROUGH THE JAZZ JUNGLE

By Ernest Betts

You know, of course, that jazz began in the jungle? When the dark Eves of Umbawumba desired to express delight over a new breast-plate, or displeasure at a rapidly ageing husband, they burst into rhythm. At once it was taken up by the entire jungle, who whispered: "Boys! the Hippo Blues are here! Can you do the Hippo?" And they did. Many a jungular vein was broken in these great toe parades.

The boom in dancing which has broken out this year has arrived with only one sample of primitive passion, the Moochi, to which Society has advanced the frozen foot. There also are the American Quickstep, the Midway Rhythm, and the Seven Step, whose predominant glory is a slight hiccup in the calf about half way through the movement. An intoxicating dance, you will say. But who is dancing what? And where? And why? *And* how? Is the waltz dead? Shall we produce the funeral baked meats for the tango? Is the slow Fox-trot missing on one cylinder?

There has been a temporary shifting of interest from the Piccadilly parquet to Kensington West Nine. As usual, the Empress Rooms has put its foot in it. The Midway Rhythm, as illustrated on this page and demonstrated in person at the Empress Rooms by Frank Ford and Murielle Sturgeiss, is likely to become popular with the general public this winter. The effect of this dance is to reduce mileage considerably. With so little parking space in our ballrooms this season, those neat, simple, abbreviated chassés are timely, and ought to produce about five dances to the bottle.

They order this matter differently at the Kit-Cat. At the Savoy the pace is not so fast. Johnny Hamp, at the first named, has cast a glance at the trailing inhibitions of the new frocks and has ordered his men to strike up a low, melodious tune that will cause the passion flowers of Chanel and Patou lazily to come out. Even the exhibition dancers there are romantic, and the large eyes of Yolanda melt into mildness as her partner, the handsome Veloz, twirls her round slowly, like a coil of smoke from a cigarette.

But it is quite clear that at the general run of fashionable resorts, from the Berkeley to the heights of Long Acre, dancers are interpreting the Midway Rhythm in their own way. It is astonishing how long it takes a new dance to "come out," and the difficulty with the Midway Rhythm is that people cannot see the difference between it and what they have already been fox-trotting. It is up to the new Amateur Dancers' Club in Queen's Road (which see) to make clear these distinctions.

Well, it is not the Quick-step, American, French, or English; it is not the Seven Step, the tango, the waltz, or the guttural vibrations of Sophie Tucker. The new dances have nothing to do with the new dancing. They have not caused the boom. But there has been a fashionable renaissance which has caused a frisson of excitement wherever Eve meets Adam in the close, packed, and far-from-open spaces. Every woman now knows that when she takes the floor she is giving an exhibition dance. This has caused a good deal of beauty culture and breaking of rhythm, but it has restored dancing to its proper place among the amenities. Dancing is no longer a traffic jam of nude knees and Eton crops. We have emerged from the swamps of cynicism, and invitations to dance are no longer a threat, with eggs and bacon after the last word if you are lucky.

In short, we have left the jungle of hot rhythm and extremely cool manners behind, and it is very good. But it is still a trifle difficult to know which of our seven dances you are going to meet next. Tread gently this wintry parquet, or by all the stops of symphonised syncopation you will be floored!

These midget golf courses are proving so popular that we daily expect to hear of a player doing the eighteen holes in one.

* * *

The human jaw is said to be growing smaller. That's funny—just think how it's exercised!

* * *

"That girl you introduced me to seemed pretty hard."

"Pretty hard! Why, it would require a diamond to make any impression on *her!*"

* * *

Factories are now producing almost every necessity for the home except a family.

BY VERNON WARD

COMPLIMENTARY—TO THE THEATRE

"FOOLS RUSH IN WHERE A

BY LESLIE BUTLER

RE ANGELS FEAR TO TREAD"

BY LEON HERON

NOT TOO BACKWARD

BYSTANDER SHORT STORY

GEORGES DOES HIS DUTY

By GORDON LATTA

Illustrated by VAN ABBEY

THOUGH Bayonne in the sweltering heat of August has its disadvantages, it has also its compensations. Chief among these I number the café of the Miraculous Peach and the society of Georges Chartier. My acquaintance with the former is of short duration, having begun but two years ago, when business first took me to the Basque country. My acquaintance with the latter is a much lengthier affair, dating back to the War—in which Georges acted as interpreter. Though peace inevitably separated us, our friendship is now renewed annually on my visits to Bayonne, where Georges is engaged in the manufacture of chocolate.

One peculiarly hot morning on my last visit I entered his office and, after being met with the most vigorous protests, lured him out into the town. His explanations of why it was completely impossible for him to accompany me lasted the whole way across the Pont Mayou, and only ceased when I had planted him in a chair beneath the green awning of my favourite café. Here I sipped the orthodox bock, while Georges indulged in a sirop. Lulled by the sentimental strains of violin and 'cello, we idly watched the passers-by, until I discovered that Georges was nearly asleep. As this is an occupation he can, and in all probability does, carry on in his office during my absence, I decided to arouse him.

"My friend," I observed, "you scarcely seem to realise that you are seriously neglecting your duty."

"Comment?" he answered.

"You ought," I pointed out, "to be entertaining me with some witty tale of the boulevards or shocking me with the latest scandal of Bayonne instead of sitting there in unbecoming slumber."

He smiled. "Ah, mon ami," he protested, "this is not Paris, and I—I am not your Leonard Merrick." He turned his gaze once more to the street in dreamy contemplation; then suddenly he sat up with a jerk. "Tiens!" he said. "It may be that I can oblige you after all. Do you perceive that girl over there?"

Glancing in the direction of his outstretched hand I saw a Basque girl on the other side of the street walking with a young man. She had a demure, attractive face.

"I do," I admitted.

"That," said Georges, as one making an announcement of great importance, "is Marguerite."

"Indeed!" I replied, endeavouring to appear suitably impressed. "It is perhaps after her that this café is named."

"But no, it is not!" Georges cried, thumping indignantly on the table. "Though the name of Marguerite may convey nothing to a stranger, to us it signifies of all the girls in the Pays Basque the most beautiful."

"I am not surprised," I murmured. "But though that is common knowledge, the story of her marriage is less well known."

"Dare I hope that you will recount it to me?" I asked.

"You may," Georges assured me impressively, adding, "that is, provided you supply me with another sirop."

"MARGUERITE Vassard," he began. "was born at Mauléon, but at the age of eighteen or so left her parents in order to take up a position here in Bayonne. A distant relative keeps a confiserie in the Rue Port-Neuf, and when he offered her the post of assistant she wisely accepted it.

"It was natural that a girl so beautiful as Marguerite should attract the young men of the town; as you saw, she has a face tout-à-fait charmante and is of a slimness most alluring. Her hips——"

"There is no need for a detailed description," I pointed out; "my sight is still excellent."

"Eh bien, as I was saying, many young men desired her hand, but few had the courage to ask for it. Indeed, if we except Jean Falaise, a young actor whom nobody knew, but who was rumoured to propose to her each time he found himself in the neighbourhod, there were but two bold enough to take the step. Of these, one was Henri Balasque, a man of considerable wealth as wealth goes in these parts, who owned a florist's shop, while the other was Pierre Garnier, who worked as a mechanic in a garage.

"They were well acquainted with each other and made no secret of their affection for Marguerite. Either intentionally or by a coincidence, they both proposed on the same evening. Marguerite demanded time for consideration, being a prudent girl who was well aware that marriage is not a thing to rush into with the head lowered. For both men she experienced affection, and while her heart caused her to lean towards Pierre, who was handsome but poor, her head drew her towards Henri, who, if lacking in looks, was not lacking in money.

"Marguerite"

(All rights strictly reserved)

"YOU can figure to yourself that neither of the two men spent a very easy night, since hope and fear are not emotions of the most reassuring.

"Henri, who tossed wearily from side to side throughout the night, fell into a sleep of exhaustion towards morning, and continued in bed long past his usual hour. Pierre, on the other hand, contrived to snatch an hour or two of sleep on first getting into bed, but lay painfully awake from four o'clock onwards. The result was that he was up and had had his breakfast an hour before it was his custom to leave for the garage. This was, perhaps, as well, since a visitor was announced at the moment when he was finishing his meal. The visitor proved to be a good-looking man whose face showed but few lines of age, but whom, from the streaks of grey in his hair, Pierre placed in the early forties.

"'Monsieur Pierre Garnier?' the stranger inquired.

"Pierre bowed. 'And I have the pleasure to address?'

"'Monsieur Gaston Vassard. I am the father of Marguerite Vassard.'

"I NEED scarcely tell you that Pierre was surprised, for while Marguerite occasionally returned to Mauléon, neither of her parents had hitherto visited Bayonne. However, he recollected himself sufficiently to invite Monsieur Vassard to be seated, and it was only after an unduly long conversation relating to the weather that the visitor came to the point.

"'My mission,' he explained, 'is not an easy one, monsieur, and I must ask your indulgence if I express myself indifferently. I am right, am I not, in thinking you have a certain affection for my daughter?'

"'That strikes me as an understatement, monsieur, since I asked her to marry me last night.'

"'Par exemple!' cried Monsieur Vassard, springing from his chair in dismay, 'and she has perhaps accepted you?'

"'Not yet, monsieur. She asked for time to consider the matter.'

"Monsieur Vassard subsided into his chair again with obvious relief. 'I may yet be in time, then?' he observed, adding: "You must excuse my agitation. I arrived in Bayonne late last night, and since I have yet to see Marguerite, I had no idea things were so far advanced. Tell me, does this Henri Balasque, of whom one hears talk, also care for my daughter?'

"When one is confronted with the sublime, the noblest tribute is silence"

"'He, too, has proposed. Like me, he awaits her decision.'

"'Bon! It is of him I come to talk to you. In a word, I wish you to leave the field clear for him.'

"It was Pierre's turn to leap to his feet. 'But, monsieur,' he protested, 'you can have no conception of what you ask. It is impossible. I love your daughter.'

"'That I well believe. It is only of a great lover one would dare to ask such a sacrifice.'

"Pierre sat down again. 'Perhaps monsieur will explain himself further,' he suggested.

"'But naturally. You love my daughter, and a man such as you loves with the whole heart. Then your only wish can be that my daughter should be happy.'

"Pierre nodded. 'I like to flatter myself that it is I who can give her that happiness.'

"'Ah, if love were all, monsieur, I should be the last to doubt it. But, monsieur,' it was apparent that Monsieur Vassard was choosing his words, 'is scarcely receiving the financial reward that his talents doubtless deserve.'

"'You wish to say that I am poor.' Pierre was in no mood to mince matters. 'But is it not enough if I love your daughter, and she returns my affection?'

"'MY daughter is young,' returned Monsieur Vassard, 'and to the young love is all. But it is their dreams that carry them away, for love, monsieur, is not quite all. It is, if I dare say so, like a varnish: if all goes smoothly, it remains as bright and strong as at the commencement, but if it should come up against little roughnesses it becomes scratched and marked.'

"'But your daughter and I need have no little roughnesses,' protested Pierre, a trifle shaken.

"'You may think so now, monsieur, but picture to yourself the future. Imagine yourself returning from your work to Marguerite a year after your marriage. You will come back to find the hands, now so white and smooth, red and rough from washing.' Pierre winced. 'Her hair will be straggling and her apron dirty, for when one is busy one has but little time to look to one's appearance.' Pierre recoiled. The picture was unpleasantly convincing.

"'Then, what does monsieur suggest?' he asked.

"'I ask of you a very great sacrifice. But since it is my daughter's ultimate happiness you desire, I do not doubt but that you will make it. I have reason to believe that it is towards you rather than Monsieur Balasque that my daughter inclines. But if, monsieur, you were to withdraw your offer of marriage, she would have no choice but to accept Monsieur Balasque, and it is with him, I feel convinced, that she will find lasting happiness.'

"There was a pause, during which Pierre considered the situation. Was it indeed fair, he asked himself, to invite Marguerite to link herself to poverty with him rather than to wealth with Henri? And, after all, Henri was his friend. He turned to his visitor, 'I will do what you desire, monsieur,' he announced simply.

"MONSIEUR VASSARD made but little attempt to conceal his emotion. Brushing his sleeve hastily across his eyes, he said shakily: 'I feel myself to be in the presence of a great man. There are those who declare that chivalry is dead. I now know it to be false.'

"He rose to go, but turned as he reached the door. 'There is one more thing I would ask of you, monsieur,' he said.

"'And that is?'

"'That you make this great renunciation in such a way that my daughter does not suspect the nobility that prompts it. For such knowledge to a girl of her romantic temperament would but fling her all the more surely into your arms.'

"'It is a lot you ask of me,' Pierre answered proudly, 'but I do not do things by halves.'

"Monsieur Vassard seized his hand. 'Good-bye, my friend,' he said brokenly, 'I cannot attempt to give you my thanks. When one is confronted with the sublime, the noblest tribute is silence.'"

Georges looked at me inquiringly.

"A truly admirable young man," I commented hastily.

"Bon!" said Georges. "We now turn to Henri Balasque. When he returned from his shop that evening he was surprised to learn that a Monsieur Vassard awaited him.

"'I have come on a mission of considerable difficulty,' said the latter. 'Not to beat about the bush, since you are a business man, I come to ask you to withdraw your candidature for my daughter's hand.'

"'Impossible!' cried Henri, outraged.

"'Monsieur,' protested Monsieur Vassard. 'You are, I believe, deeply in love with my daughter. Such love as yours does not jib at sacrifices.'

"'Not if they are necessary,' Henri admitted.

"'In this case I believe myself capable of proving the necessity. You are well acquainted, are you not, with Monsieur Pierre Garnier?'

"'I am.'

"'Eh bien, it is in his favour that I ask you to retire.' Monsieur Vassard silenced Henri's protestations with a gesture. 'Permit me to explain. My daughter is faced with a choice of the most difficult. You, I know, she likes very much.' Henri beamed. 'But Monsieur Garnier she loves.'

"Henri's face fell. 'Pray continue, monsieur,' he invited, a trifle sulkily.

"'Now you are rich, while Monsieur Garnier is poor, and my daughter is of a piety most filial. She realises that I myself am a poor man, and that to contribute much to her marriage would be a most severe strain on my slender fortune. Would it, then, be surprising if she accepted your offer, knowing it would relieve me of expense, rather than that of Monsieur Garnier?'

"'And would that be so terrible a calamity?' Henri

inquired indignantly. 'Does monsieur doubt that with my money I could make her happy?'

"'Ah, important as is money, how does it compare with love?' asked Monsieur Vassard with feeling.

"'At least your daughter would be saved the discomforts of poverty,' Henri protested.

"'Love laughs at poverty,' retorted Monsieur Vassard. 'Money can buy position, comfort, ease, but it cannot buy love. Picture my daughter, monsieur, surrounded by all the luxury you can give her, with nothing that she lacks—save the one thing in the world that is most to be desired.'

"'I am more than a little upset by what you tell me,' Henri exclaimed, rising to his feet and pacing the room in his agitation. From what his visitor said—and who could be better informed than he?—it was Pierre whom Marguerite loved. In such circumstances to marry her himself scarcely promised a happy future, however ready she might be to make the sacrifice.

"A man of quick decisions, he halted opposite Monsieur Vassard. 'Eh bien, monsieur,' he said quietly, I accede to your request.'

"The visitor leapt from his chair. and observed with emotion: 'Monsieur. I am in the presence of true chivalry. You have restored my faith in humanity. In spite of temptations I married for love, and never have I come to regret it. Indeed, how could I, since it has given me Marguerite?'

"'Monsieur is to be congratulated.'

"'And now, thanks to your renunciation, she, too, will marry for love. I make no show of my gratitude. It is beyond me. When one is confronted with the sublime the noblest tribute is silence.' He took Henri's hand in his, and then added: 'Can I rely on monsieur never to allow Marguerite to suspect his sacrifice? Otherwise, when little troubles come, as occasionally they must, she might for the moment be tempted to regret her choice.'

"Henri drew himself up. 'Monsieur,' he said proudly, 'can you rely on me to be an artist?'

"Monsieur Vassard attempted further speech, failed, and, with a final hand-shake, left the room."

Once again Georges looked at me inquiringly.

"I am left as speechless as Monsieur Vassard," I commented.

Georges eyed me a trifle suspiciously, but continued: "That evening Marguerite had two visitors. The first was Pierre, who hastened to her as soon as his work at the garage permitted. Though he was still sufficiently buoyed up by the noble sentiments of the morning to play the part demanded of him, he felt very far from comfortable. He came to the point immediately. 'It is about my proposal that I have called,' he said.

"'Ah! oui?' Marguerite replied inquiringly.

"'I slept but little last night in thinking of it. I found that there were many considerations that in the haste of the moment I had overlooked.'

"'Indeed,' murmured Marguerite non-committally.

"'It appears that by marrying a man loses much that he is accustomed to—his liberty, his men friends——'

"'His girl friends,' added Marguerite coldly.

"'Ah, oui, his girl friends too,' agreed Pierre, impervious to danger. 'Naturally, one cannot kiss everyone one would like to after marriage.'

"'There is just one thing you forget,' Marguerite pointed out with sinister gentleness.

"'What?'

"'That you have yet to be accepted.'

"'True, there is still that formality,' Pierre admitted with maddening self-complacency. 'and that is the true purpose of my visit. There is no reason, is there, why we should make the announcement for a year or two yet?'

"'There is no reason why we should make the announcement at all,' replied Marguerite, who was beginning to wonder why she had not accepted Henri straight away.

"'Now you mention it, nor is there,' explained Pierre with a false air of relief. Then, anxious to leave nothing unsaid that could make his handiwork complete, he

(Continued on page 160)

"Though it is common knowledge, the story of her marriage is less well known"

OH! ANNABELLE, ANNABELLE!

"PARDON, m'sieu, your call to London is waiting. C'est l'appel de Londres, m'sieu."

"What's that? Oh, yes. How many times have I told you not to talk to me in English, page?"

"Pardon, m'sieu."

"What's that? Oh, hello, hello, hello, is that London? Is that Ambassador nought, nought, nought, five?"

"Yes, of course it is. I recognise your voice, my Annabelle, that lovely, delicious, rippling, rustling voice that even the French telephone can't quite destroy. But, darling, why am I talking? I want to jump, to leap, to bound. To-morrow you, and in Paris! . . . Oh, Annabelle! . . . Yes, darling, the staccato fortissimo was I, not the telephone. I just caught myself thinking I was running my hands through your hair. Oh, Annabelle! Annabelle! Your hair, your hair! Moon on the sea, dawn on the snow, midnight in the Champs-Elysées, scintillating like the lamps in the trees after dark, and then we'll turn the lamp out. Oh, Annabelle! Annabelle! And next day we'll go to Versailles, my queen, my queen, and I will see your blonde beauty mirrored in the Chanel, I mean the canal, like Melisande—or should it be Elisamende?—in the wood.

"AND then I'll see your pink lips—yes, darling, they're wearing them very pink now—upon a pink Bacardi, and it will be time to run my hands through your golden hair again. Oh! Annabelle! I'll be running, running all over the place. We'll—we'll have a marathon of a time. Yes, and I must take you to the Bal Nègre—nigger, darling, nigger—Harlem in Paris, you know, heaven in hell. Such dancing, like throbbing waves on the Black Sea, only they don't seem to move at all, or only parts of them, just shiver along, toasted niggers' shivers.

"THEN we'll whizz all the way back, and I will whizz my hands once more through your saffron shingle just to know we're both together, and we'll wake up in the Blue Room. No, darling, it's not; it's a dance club. So smart, so English, so exclusive, so Embassy, and everybody cuts everybody else just to show how smart they really must be. But, darling, I haven't kissed your hair for ten minutes, for ten—yes, of course, I want another three minutes. Who do you think I'm talking to? . . ."

"I don't know, sir."

"What's that? Hullo? Who's there? Annabelle!"

"I've been trying to find out, sir, for the past five minutes if it's Lady Annabelle you wished to speak to or her husband. . . ."

RICHARD VINER.

D. Stuart

K. GANDAR DOWER

The Captain of the C.U. Lawn Tennis Club for 1930-31. He began his term of office well by winning the singles at both the Roehampton and Cumberland Hard Courts Tournaments

Sport and General

IMPROVEMENTS AT SANDY LODGE

A view of the altered course at Sandy Lodge, where a new tenth hole has been constructed. During the making of the new bunker seen in the background some interesting Roman pottery was discovered

D. Stuart

E. M. BUZZARD

Of Magdalen, who skippers Oxford in lawn tennis during 1930-31. He is the son of Sir E. Farquhar Buzzard, Bart., Regius Professor of Medicine at Oxford

VESTA SYLVA

Who plays the principal ingénue part in "It's a Boy," the happy-go-lucky farce at the Strand Theatre. Leslie Henson and Sydney Howard are the principal comedians, and their joint efforts keep the audience rocking with laughter

FILM NOTES

"THE LINCOLN HANDICAP"

By Lionel Collier

HEADING the cast of "Abraham Lincoln," which has just been shown to the Press, and which will shortly be seen in the West End, is a "midwife." The cast is arranged in order of appearance so that one feels really sure that one is beginning at the beginning. Now the appearance of a midwife made me suspect that the producer, D. W. Griffith, intended to get some humanity into his production. However, this idea is very soon dispelled. The famous director deals almost exclusively with trivialities and presents a President whose personality, as expressed on the screen, makes one wonder why anyone should imagine that he was ever great.

Lincoln arrives at the White House complete with wife and baggage. Walter Huston as Abraham, and Kay Hammond as his wife, Mary, in United Artists' latest film, "Abraham Lincoln," to be seen in the West End shortly

The courtship of Abraham Lincoln. Walter Huston and Una Merkel in a scene in the film, "Abraham Lincoln," directed by D. W. Griffith, made by United Artists and trade shown at the London Pavilion

I LEARNT from a considerable amount of footage that Lincoln had considerable strength. In the approved fashion of the Western hero he overcame the village bully and won his respect. Then I learnt, according to his screen love affair with Ann Rutledge (Una Merkel), that he had Ramon Novarro skinned in the matter of polished sentimentality. It made me feel that Charles Farrell would have had to look to his laurels if he had lived in an earlier period.

After the death of Ann, I learnt that Lincoln could play the mouth-organ, but the reproduction of scraps of his political utterances left me quite cold as to his mental fitness to rule the destinies of an infant nation.

His election as President is very vaguely portrayed, and his conduct during the Civil War period is chiefly punctuated with dramatic imbecilities. Of the man little remains. All that we have clearly is the sentimentality of Griffith, who begins his film life of a national hero in a typical storm, kills off his first wife under the same climatic conditions, and rounds off his assassination still obsessed by the fact that Nature is atune with the pigmy accidents that happen to the humans who inhabit the earth.

John Longden and Norah Baring in a scene from "Two Worlds," now showing at the Dominion. This British picture, directed by A. E. Dupont, deals with the controversial theme of racial intermarriage

NO. D. W. Griffith seems to have lost his cunning. Perhaps he has been overwhelmed by the fact that he has to deal with a national idol and so he has mistaken platitudes and trivialities for plain speaking and personality. A case in point is the moment when General Stanton announces to his President that General Grant and Sheridan are being driven back by Lee, and the President vaguely remarks that he always has a vision of a ship on occasions when reverses might turn into victories. Well, Sheridan attacks—we get a picture of his doing so in true Western drama fashion—and the reverse is turned into victory. "I knew it," says the President. Of such we are apparently asked to believe is the mental capacity of the man who maintained the Union.

SOME years ago a silent picture was made, as it must inevitably be made,

(Continued on page 156)

The Sign of the Perfect Blend

"BLACK & WHITE"

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FILM NOTES (continued from page 154)

Heather Thatcher as Mimi, in the new Gainsborough film version of the play, "A Warm Corner," directed by Victor Saville, recently shown to the trade

George Arliss, the distinguished actor of "Disraeli" fame, is to be seen and heard again in Warner Brothers' film version of John Galsworthy's play, "Old English," which is opening the new Victoria Cinema

in America, of the same subject. It was a fine, dignified and satisfyingly dramatic portrayal of the man and his work. A comparison with this talkie version of the same subject is wholly to the disadvantage of the latter.

Still, one must say that Walter Huston does his best as Lincoln, and certainly looks as like the conventional conception of the President as one can get. In silent films D. W. Griffith has been a pioneer, but he will certainly have to do better than this sentimentalised piece of historical sound film work to convince us that he has obtained a grip of the new medium.

As I write, there is appearing at the Plaza one of the most interesting American underworld story pictures that I have seen. It deals with a lawyer of shady character who spends his time and gains his reputation by defending crooks. I was told that the film was not good because I laughed at it. In other words, that the American director, John Cromwell, had taken his subject seriously, and I was, in effect, only laughing at its absurdities. To me it seemed an entirely satiric comedy on the law as administered in the States, and as such I cannot recommend it too highly. It is full of bright remarks, most flagrant defiances of anything we consider as justice over here, and is admirably acted by a strong cast.

Heading it is William Powell, an actor of uncommon achievements. To me, he has always been the most perfect example of the serio-comic villain, and here he is again as a serio-comic hero with a bad streak in him. Delightfully debonair, never at a loss, and yet always inviting you to laugh companionably with him.

Kay Francis plays the heroine seriously. She wants to marry the criminal lawyer who is much too nice to want to spoil a romance. She gets mixed up in a criminal motoring accident, tries to protect the man she is with, gets poor Powell involved in trouble when trying to save both her reputation and her companion's liberty, and, finally, when Powell is convicted of bribing a jury, promises to wait till he comes out. Really great fun this.

Old English indulges against the doctor's orders. A scene in the Warner Brothers' film, "Old English," starring George Arliss. This picture has been chosen to open the new Victoria Cinema, and George Arliss, who is in England at present, will perform the opening ceremony to-night (Wednesday)

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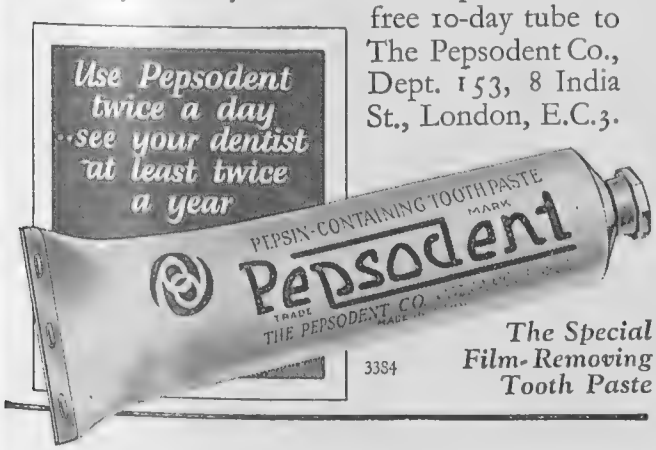

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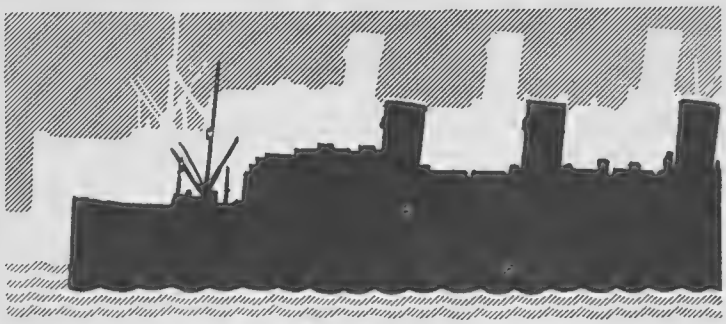

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BOOKS AND PEOPLE

THE GRAND BENNETT HOTEL

By Ralph Straus

IF there is one institution in the world which has always succeeded in arousing Mr. Arnold Bennett's inexhaustible curiosity and unbounded admiration, it is the mammoth luxury hotel. It figures in any number of his novels. His heroes are constantly being astonished and delighted at its multiple amenities. And now, in a novel of suitably mammoth proportions, he has daringly allowed one such hotel to play hero itself. There are more than eighty important people whose fortunes are related in *Imperial Palace* (Cassell: 10s. 6d.), but it is the hotel itself which from first to last plays the chief part.

IMAGINE a new Aladdin becoming a little tired of seeing the Savoy Hotel day after day in its usual place in the Strand. Imagine his djinn being ordered to transport the building and all its contents to Birdcage Walk and cause the whole dreadful bulk of Queen Anne Mansions to fly off to Jericho—and you have, more or less, the Imperial Palace Hotel, the finest hotel in all the world. Within its doors nothing ever goes wrong, or, rather, its guests are never permitted to know that anything has ever gone wrong.

IF, for instance, you order fish from the Caspian for luncheon, fish from the Caspian will be there on your plate, having being hurriedly caught, kept alive in special apparatus, placed on a magic carpet disguised as an aeroplane, carried across Europe, and cooked (to perfection) in a pluperfect kitchen. Similarly, should you be a millionaire (and reading Mr. Bennett generally tends to produce that millionaire feeling), and choose to find fault with the royal suite that has been placed at your disposal, it will instantly and miraculously be refurnished precisely as you would have it.

NATURALLY, these things do not happen of themselves, though a large number of visitors seem to imagine that they do. Actually, a small army of men and women is responsible, and it is to this army that Mr. Bennett turns our attention. An amazingly well-drilled army, and yet amazingly human. Its Commander-in-Chief is one Evelyn Orcham, a widower who knows that women are the chief curse of existence. Irrational creatures who insist on turning everything topsy-turvy. Dangerous creatures who have to be fought with the most difficult weapons. But fascinating creatures who quite properly refuse to be ignored.

THERE is, for instance, Gracie, a deliciously upsetting person, who calmly treats Orcham not as panjandrums ought to be treated, but as a quite ordinary man. And Orcham almost forgets that he is a panjandrum, and behaves like a quite ordinary man.

The artist of this jacket of "Lacebury Manor," by Robert Gathorne-Hardy (Collins: 7s. 6d.), has successfully borrowed from the style of the Victorian draughtsman to convey the exactly right atmosphere. The book is reviewed on page 160

DOROTHY PARKER

The author of "Laments for the Living" published by Longmans at 6s. It comprises a series of short, pungent sketches of American life and character

But there is also Miss Violet Powler, who is brought from the hotel laundry into the hotel as one of its housekeepers, and Violet is also upsetting, though in a rather different way. In addition, there is Gracie's father, who calmly proposes to buy the Imperial Palace and "merge" it with seven or eight others scattered across Europe—Orcham, of course, to be their super-panjandrum.

AND these are only three of the innumerable problems which beset the poor fellow. There are the little jealousies between the various housekeepers, and even those between the restaurant managers. There is the very strict etiquette from which there must be no departure at all. And, of course, there *are* departures, and they are invariably due to feminine brains and feminine wiles. Orcham himself believes that he has had quite enough of marriage, but what are you to do when a Gracie comes along and treats you like a small schoolboy—insists on going to Smithfield with you at 4 a.m., and orders your presence in her Paris flat and coolly tells you that she loves you, and permits you to make love to her?

EVEN panjandrums are human, and they become no less human when their Gracies demand that they take precedence of all panjandrummery whatever. Orcham's Gracie (very luckily for him) marries somebody else, for Orcham himself cannot forget his career altogether; but although the most efficient Miss Powler is goaded into giving him a month's notice, she is only allowed to resign on condition that she becomes Mrs. Panjandrum.

WELL, there it is—an extraordinarily deft and convincing picture of hotel life, sometimes a little Puckish, occasionally moving, at moments provocative, but always entertaining. Pure Bennett, all the way through. A multitude of portraits and none of them in the least vague. Not, I think, on the plane of *The Old Wives' Tale* or that less popular, but to my mind equally fine, *The Glimpse*, but as fresh and as young as anything that he has written.

MR. BENNETT'S book costs half a guinea (unless you really are a millionaire and can afford the limited two-volume edition), and it is not, I think, a halfpenny too much. A number of people, however, seem to think that the more usual seven and sixpence *is* too much for the ordinary length novel, and for this reason Mr. Gollancz, who certainly deserves to be called "live," has launched his new

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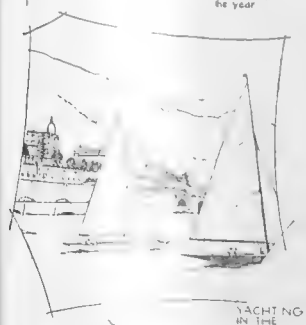

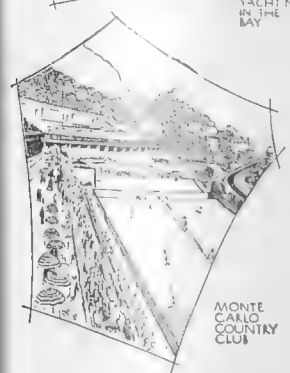

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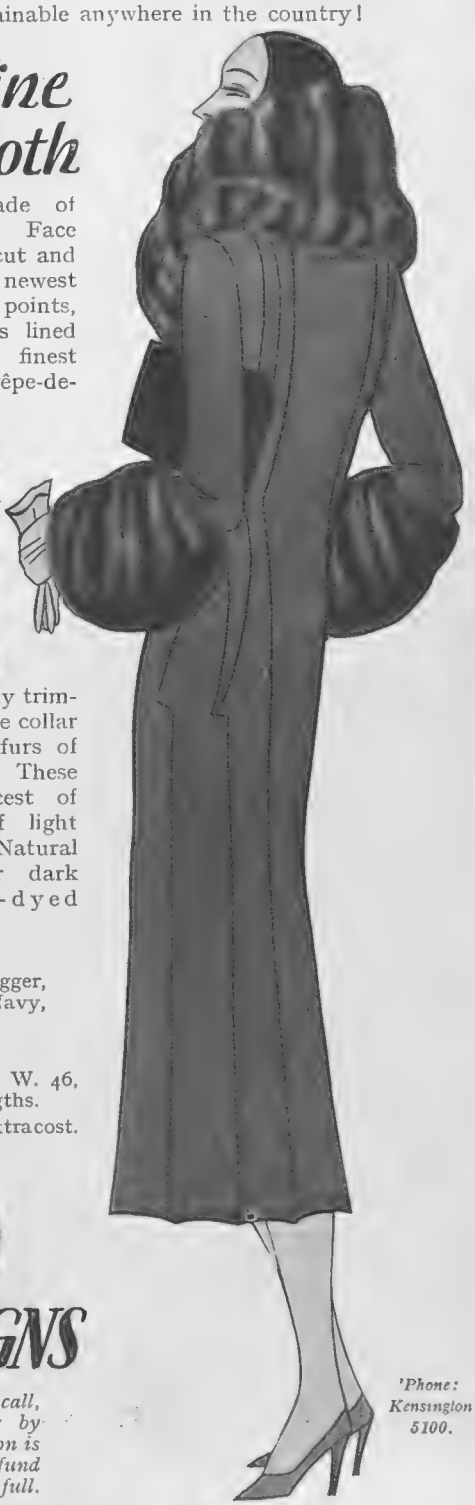

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BOOKS AND PEOPLE (continued from page 158)

paper-back scheme. New novels at three shillings, in the Continental way. If you want to keep the book after you have read it, you have it bound according to taste. If not—well, you don't. Will the scheme be successful? Heaven alone can tell. Personally I have my doubts, though I wish it well.

AND Mr. Gollancz's first choice is piquant. *The Lion Took Fright* (Mundanus: 3*s*.) is by Louis Marlow, of whose work I have spoken with considerable enthusiasm more than once. And I will say, without fear of contradiction, that this is a very fine book indeed. Not everybody will "like" it—it is just in the least too honest, and honesty in fiction is not always the best (commercial) policy—but it is one of those books which stamp and impress themselves on your memory. It is the work of a man whose mind works logically and in an orderly way. But what, you may ask, of that? What has that to do with the attractiveness or otherwise of a novel? Not always much, I admit. But here, yes. If the story of the Pecksniffian Mr. Brangdon, the near-gentleman who is so "fond" of the other sex, and young Lois, the girl who is just turning into a woman, had been written less subtly and with less care, it would have been not far removed from the ordinary thing. As it is, Mr. Marlow's story not only possesses genuine beauty, but "gets" you by its unusualness. This, you think, is the sort of thing that must constantly be happening and yet is hardly ever recorded. There must, indeed, be hundreds of Mr. Brangdons about, nasty-minded fellows who believe themselves to be righteous and sober citizens because they do not always "ruin" their victims. This one has a certain amount of money, a fine beard, and, rather unfortunately, a wife from whom he is separated. A young girl thinks him "wonderful," but, fortunately for her, an elder and slightly jealous sister does not. "How can he have fallen in love with a *child*?" the sister asks, and the would-be lion, whose conscience has been telling him that he may be going too far, takes his chance to "get out." And "get out" he certainly does, though in a wholly unexpected and very terrible manner.

BUT it is not the story so much as the way it is told which lifts this book to the heights. Here is Louis Marlow at his best. His name may mean little enough to you; you may never have read a line that he has written. I can only say that he can write as well as anybody I know, and I strongly recommend you to spend three shillings upon him. (Too much to ask? Then put the book down on your library list. The libraries are receiving copies—not for sale to the public—which are bound in the usual way, in cloth.)

WHEN a young man, not long down from Oxford, publishes a first novel, one has come to expect from him a story about presumably bright but generally sinister young things. I opened *Lacebury Manor* (Collins: 7*s*. 6*d*.), by Robert Gathorne-Hardy, and was surprised and pleased to find a stately and dignified picture of Colonial life in the 'sixties. More, I never found the writing disfigured in the modern way. No anachronistic slang, no smartness, no "twists." Instead, you have a story of a selfish father and three daughters which reads as though it had been written seventy years ago.

DULL? No. A little slow at the beginning, perhaps, but alive and authentic. And in its way not unimportant. Are we coming to the end of our jazz-like novels? Is *Lacebury Manor* a sign of returning grace? I like to think so. The younger generation can be daring enough, but there is a sameness about their productions. Or am I an old fogey who ought to be put quietly away? In any case, Mr. Gathorne-Hardy has begun very well, and as I understand that he is proposing to continue the history of his Colonials to modern times, we shall have further opportunities to see what he can do.

A WORD before I finish of Dorothy Parker's *Laments for the Living* (Longmans: 6*s*.). This is an American importation of a wholly unusual kind. Short sketches which I have heard described as being like Ruth Draper's entertainments. Very pungent at moments, and even grim, but sometimes delightfully comic. You can read the whole book in an hour, and the time will not be wasted. I know nothing about Miss Parker, but her work is certainly attractive. R. S.

GEORGES DOES HIS DUTY (continued from page 151)

added: 'Of course, I do not wish to leave you in the lurch. If it should become a question of your being left an old maid——'

"'Mais qu'est ce que vous pensez?' cried Marguerite, whose temper was swiftly slipping away. 'It is not everyone who fears for their liberty as much as you. I have but to say the word for Henri Balasque or a dozen others to marry me at once.'

"'Tant mieux!' Pierre observed, and, nobly resisting a desire to take her in his arms and explain his monstrous behaviour, he left the house.

"MARGUERITE'S temper had by no means returned when, some fifteen minutes later, Henri Balasque put in his appearance. He had decided to adopt a pose of mingled heartiness and self-confidence, so that on his entrance his face was wreathed in smiles.

"'Well, chérie,' he asked indulgently, 'how long is this farce to continue?'

"'What farce?' asked Marguerite puzzled.

"'This farce of not being able to make up your mind whether or not to accept me. As if it were likely that you would refuse me!'

"'And why not?' asked Marguerite, on whom Pierre's visit had had the effect of making her meet possible insults half-way.

"'Why not!' echoed Henri, 'because you are not mad, my child. You know very well on which side to find the butter on your bread. I am a man of considerable success—there is no reason why one's modesty should make one blink obvious facts—and I am sufficiently a man of the world to know how much a thing like that will count with you. Money is not to be picked up every day in the year.'

"'That is so, agreed Marguerite quietly, beginning to wonder what it was she had seen in Henri.

"'Besides, everyone says——' Henri cut himself short in pretended hesitation.

"'And what does everyone say?' she demanded with suppressed wrath.

"'I had not meant to tell you, but since I let it slip, why, everyone says that, once caught, I am not the sort of fish you will readily put back again.'

"'And do you agree?'

"'And what if I do?' he answered carelessly. 'You can rest assured that I am well contented with anything I buy.'

"'Mais, ça, c'est un peu trop fort! cried Marguerite furiously. 'You think that I am to be bought, do you? And by such a one as you! Well, you're grossly mistaken.'

"'But, Marguerite——'

"'Get out of here, monster!' she shouted, and thrusting him out of the room slammed the door behind him."

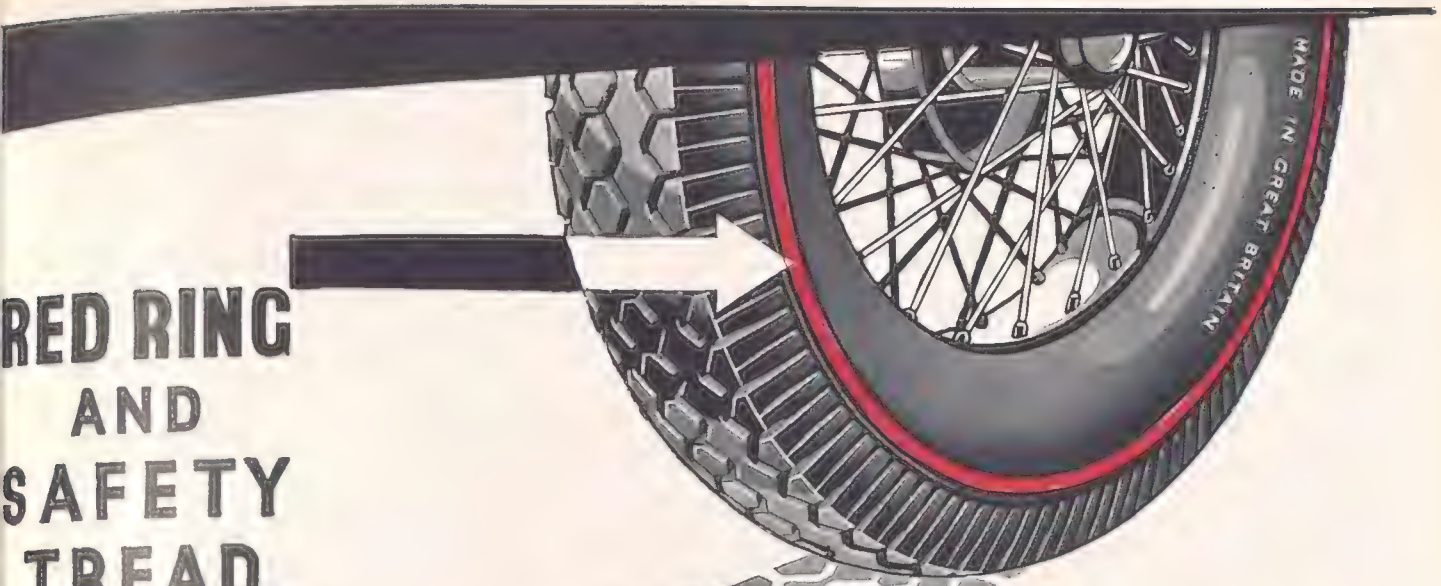
Georges paused artistically, anxious to arouse my curiosity. I hastened to ask the question obviously expected of me: "But what became of the poor girl?"

"Oh, Marguerite," answered Georges, with a careless shrug, "she married her 'father,' with whom you have just seen her. I told you, did I not, that Jean Falaise was an actor?"

He occupied himself with his sirop, but I saw him cast a swift glance at me to gauge the success of his story.

I smiled kindly. "A most interesting story," I commented, "and it is not your fault that Marguerite happens to be the daughter of my concierge, and the young man her brother."

Georges made a gesture of resignation. "After all," he sighed, "in this life one can't have everything." G. L.



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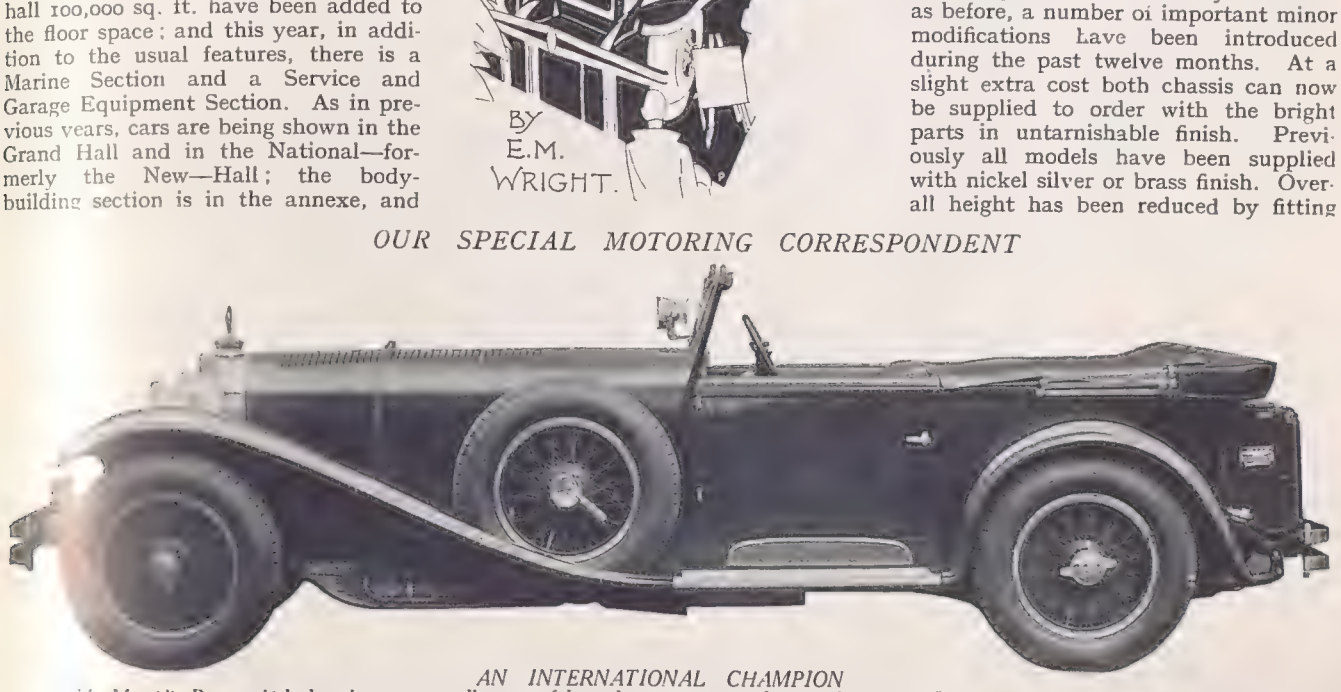
THIS year's Motor Show, the twenty-fourth of the series, which opens at Olympia tomorrow (Thursday), is the largest and most comprehensive that has ever been held. Olympia is supreme among all the exhibitions held, for it is the most truly international. Neither the Paris Motor Salon nor the New York Motor Show can produce so representative a display of cars from all over the world. With the completion of the new hall 100,000 sq. ft. have been added to the floor space; and this year, in addition to the usual features, there is a Marine Section and a Service and Garage Equipment Section. As in previous years, cars are being shown in the Grand Hall and in the National—formerly the New—Hall; the body-building section is in the annexe, and accessories are, of course, in the galleries. The motor-boating section is on the ground floor of the new Empire Hall, while the service and garage equipment section occupies the first floor. The Show is open daily from 10 a.m. to 10 p.m. for the ten days, October 16 to October 25 inclusive. The price of admission on the opening day is 10s. and on other days 5s., except on Fridays and Saturdays, when it is 2s. 6d.

types of bodywork on either the 40-50 h.p. "Phantom II," or the 20-25 h.p. chassis. Rolls-Royce themselves are showing three magnificent examples of the 40-50 h.p. "Phantom II," a Sedanca, an enclosed limousine, and a special convertible tourer, at prices round about the £3,000 mark. One 20-25 h.p. model is shown, an enclosed limousine priced at £2,141. Though the 40-50 h.p. and the 20-25 h.p. remain essentially the same as before, a number of important minor modifications have been introduced during the past twelve months. At a slight extra cost both chassis can now be supplied to order with the bright parts in untarnishable finish. Previously all models have been supplied with nickel silver or brass finish. Overall height has been reduced by fitting smaller diameter wheels, while in the case of the 20-25 h.p. the wheels are also narrower than before. These narrower wheels, incidentally, not only look smarter, but also reduce the overall width of the car. The carburetter on the 40-50 h.p. is now heated by the exhaust and not by water as formerly—an improvement which permits of more rapid "warming-up" during cold weather.



AN INTERNATIONAL CHAMPION

The Mercédès-Benz, which has been so signally successful in classic international races this year. The model shown is the Grand Prix Sports Tourer, the speed of which is 120 m.p.h.

Rolls-Royce, Stand 58 Few, if any, makes are so much in evidence at the Show as the Rolls-Royce, since, in addition to the four models displayed on the makers' own stand (No. 58), eleven coachbuilders are exhibiting different

THE FAMOUS "PHANTOM II" ROLLS-ROYCE

A magnificent example of motor engineering on which is mounted a handsome Barker Sedanca de Ville body, finished in lapis blue and black

SUNSHINE AND SILVER

The new "Silver Crossley" in sunlit rural surroundings. This high-grade saloon sells at the very moderate price of £545

THE NEW SUNBEAM TWENTY

The engine of the Sunbeam Twenty has this year been largely redesigned, and its performance is now very considerably improved. The Weymann Saloon shown sells for £750

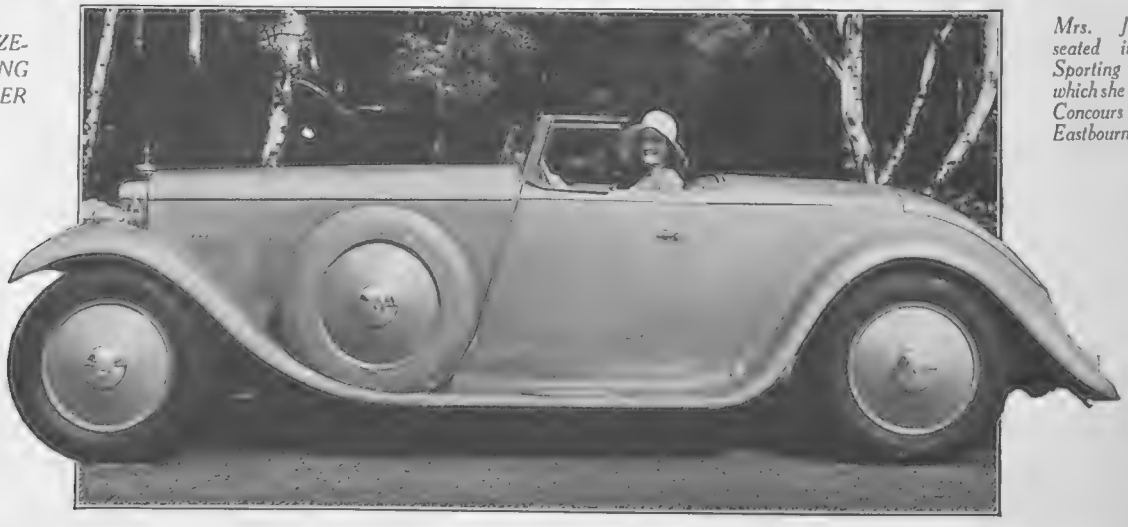
Mercédès Benz, Stand 136 A supercharged six-cylinder of just over seven litres capacity and a new mammoth Straight Eight are being shown by the Mercédès-Benz people (Stand No. 136). They are, in addition, exhibiting their 2.6-litre 20.3 h.p. six-cylinder model. The outstanding feature of both the 45-280 h.p. supercharged Straight Eight and the 2.6-litre six-cylinder is the new Mercédès-Benz-Maybach patent multi-range gear box providing six forward speeds, including two silent top ones. This gear box gives improved acceleration on the direct drive and higher maximum road speeds. It provides two direct drives with semi-automatic change without the use of the clutch or gear lever, and gives exceptionally silent running at high road speeds. The 45-280 h.p., of which the chassis is being shown, has an entirely automatic centralised chassis lubrication system. The chassis is low built, the frame being upswept at both ends. A four-five-seater sportsman's coupé body is mounted on the 2.6-litre model, which sells complete for £825.

Daimler, Stand 109 Two new Double-Sixes are being shown on the Daimler stand (No. 109), the 40-50 h.p. and the 30-40 h.p., both of which have the new "Fluid Flywheel" system of transmission, a revolutionary feature first introduced a few months ago. This "Fluid Flywheel" replaces the ordinary clutch and is entirely automatic in its action. Its two chief characteristics are a very much smoother "take-up" after changing gear and much greater flexibility. It is, in fact, possible to stop or start the car at will with the drive engaged and the engine running. There is, in addition, a preselective, self-changing four-speed gear box. The engines in both cases are of the well-known Daimler sleeve-valve type. Two examples of the 40-50 h.p. model are shown, a chassis and a magnificent enclosed seven-seater limousine with a Barker body, which is finished in black with fine white lines, and is upholstered in West of England cloth. Representative of the 30-40 h.p. range are a six-seater Sedanca built by Hooper and Co. and a saloon by Windovers. The former is in dark red with black wings. It is upholstered in brown leather, and has silver-plated and ivory interior fittings. The latter, seating five persons, is in cream and black, the rear compartment being upholstered in fawn West of England cloth.

Sunbeam, Stand 83 The Sixteen and the Twenty six-cylinder Sunbeam models at Olympia this year (Stand No. 83) are very much improved versions of those which are already well known. The Sixteen has a larger engine giving a much better road performance. Lockheed hydraulic four-wheel brakes are now fitted. And the Sixteen, in common with all other models in the range, now has an improved system of central chassis lubrication. Two new body styles have been added to the range, a five-seater coachbuilt saloon and a four-seater three-quarter coupé with four lights and a sliding roof, both of which are on view at Olympia. The Twenty has an entirely new engine and is fitted with a new clutch and a new four-speed gear box with "twin top" silent third gear. As on the Sixteen, a four-seater, three-quarter coupé with sliding

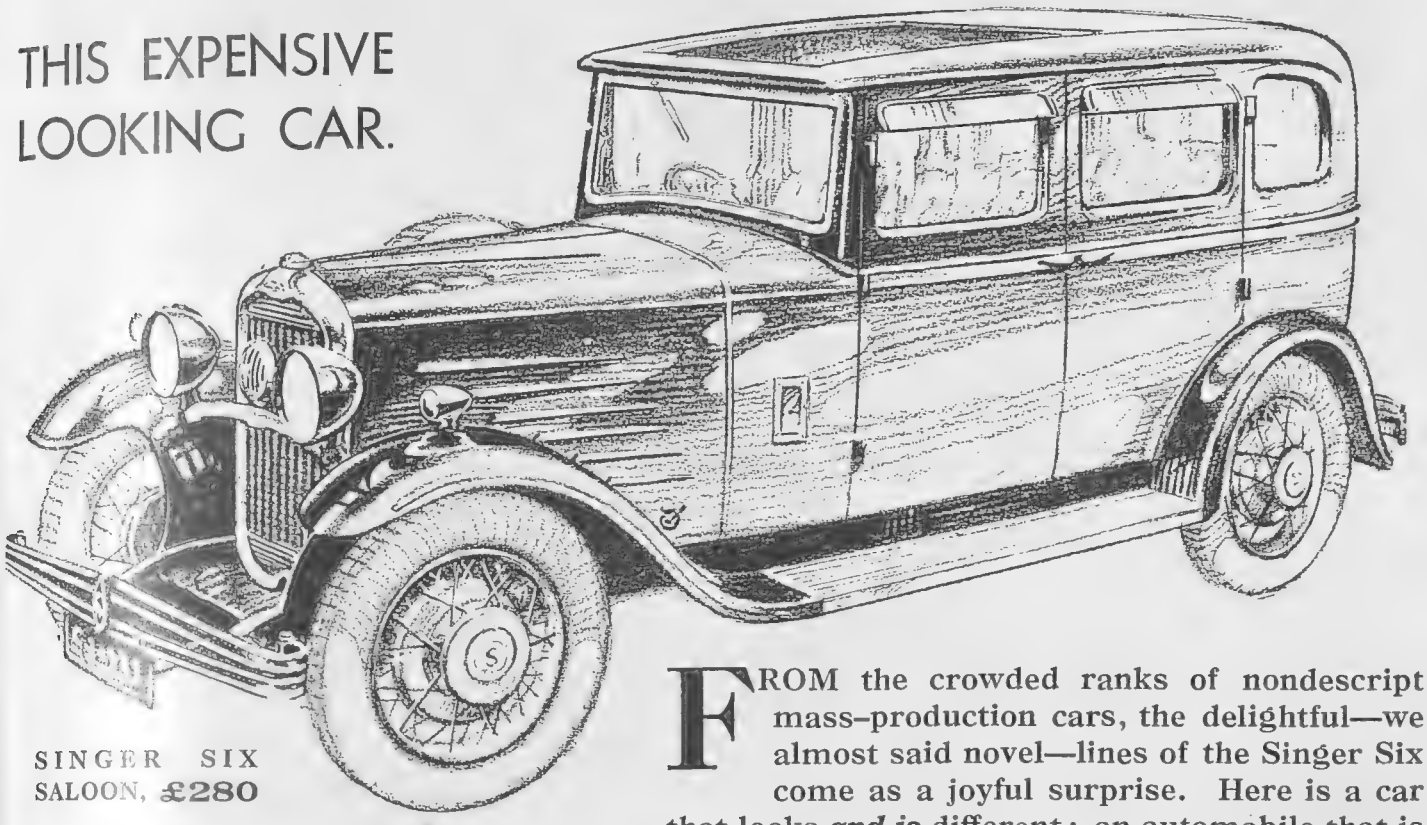
(*Continued on page 166*)

A PRIZE-WINNING DAIMLER



Mrs. Joseph Mackle seated in the special Sporting Daimler in which she recently won the Concours d'Élégance at Eastbourne and Brighton

THIS EXPENSIVE LOOKING CAR.



SINGER SIX
SALOON, **£280**

FROM the crowded ranks of nondescript mass-production cars, the delightful—we almost said novel—lines of the Singer Six come as a joyful surprise. Here is a car that looks ***and is*** different; an automobile that is invariably mistaken for something costing more than double its price. You expect value in the Singer range, and of course, get it in this model in chromium plating, unique cellulose colour schemes, four-speed gear box, vacuum servo brakes, rear safety tank, Triplex glass, and an all-round performance as outstanding as its appearance.

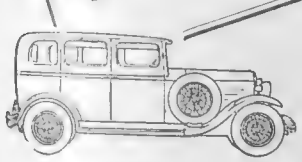
The sleek, thoroughbred lines will delight you and make you intensely anxious to own one.

You can try a Singer Six at your dealer's or learn all about the latest model from our coloured illustrated catalogue which upon request will be sent by return.

OLYMPIA STAND 86

See the Singer Range

JUNIOR 8 H.P. - *from* £130
TEN H.P. - - " £185
SIX 16 H.P. - - " £240
SUPER SIX 16 H.P. " £310



Singer
SIX

SINGER AND COMPANY LIMITED, COVENTRY
LONDON SHOWROOMS: STRATTON HOUSE, PICCADILLY, W.1

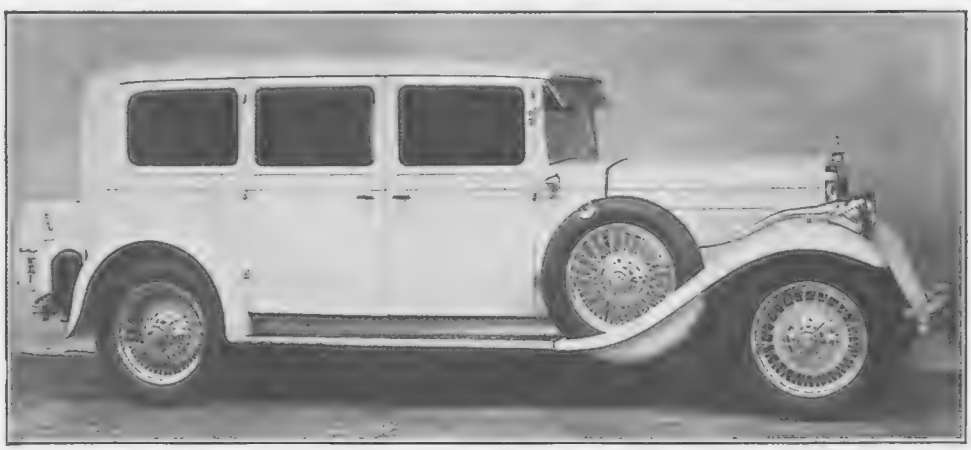
(Continued from page 164)

roof has been added to the range of body styles. This, finished in cream and green and upholstered in green hide, is one of the two Twenty models shown. The other model is a five-seater coachbuilt saloon in black with brown hide upholstery. On the two Twenty-Five chassis are mounted two magnificent enclosed limousines. One is of Weymann construction and the other is a coachbuilt model.

Crossley, Stand 88 In addition to their new Silver Crossley, a fine six-cylinder car of medium horsepower, the Crossley people are showing (Stand No. 88) a unique six-wheeled limousine which follows the lines of the six-wheeled tourer supplied some time ago to the King. They also show a 2-litre sports saloon in black fabric with green wheels and wings, and two examples of the 20.9 h.p. Super-Six, a blue enclosed limousine and a maroon enclosed landaulette. Both the King and the Prince of Wales own Crossley Super-Six cars. The 2-litre sports model and the Super-Six remain practically unchanged from last year. The new Silver Crossley, however, has recently been modified and improved. It now has an entirely new radiator, and among its special features are a twin-top gear box, self-energising four wheel brakes, chromium plating, and safety glass throughout. Its equipment is very complete. The six-wheeled limousine is unique. It will seat seven persons, and has a six-cylinder engine of 23 h.p. A feature of the transmission is the provision of two four-speed gear boxes, one for ordinary use and one for use in extreme conditions. The car has thus eight gears, ranging from 5.2 to 1 to as low as 56.2 to 1.

ANCIENT AND VERY MODERN

A little 1931 Morris Minor passes one of the few remaining corn-grinding windmills in England



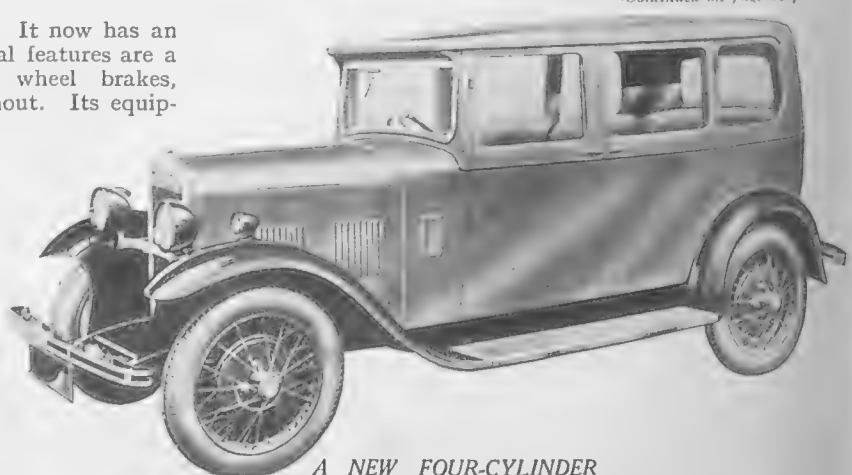
A RAJAH'S CAR

This handsome Austin seven-seater limousine was recently supplied to the Rajah Sahib of Sandur, Madras. The windows are of blue tinted glass and it is equipped with an electric fan

Morris, Stand 108 Seven models, fully representative of the Morris range, and two polished chassis are being exhibited on the Morris stand (No. 108). There are two examples of the Morris Major, the newly introduced Light Six. This car, which sells at £225 for the coachbuilt saloon, has a sturdy yet economical power unit of 14.9 h.p. Features of the chassis layout are a combined fume consumer and air filter in the cylinder head, a rear petrol tank, automatically operated radiator shutters, and wire wheels. The two body styles shown are a fabric saloonette with a capacious luggage box in the rear and the four-door saloon, a feature of the latter being its folding head. Representative of the Minor range is the coachbuilt saloon. This also has a folding head. The adjustable bucket-type front seats, incidentally, are wider than in previous models. Two Cowleys are on view, the coupé and the saloon, both with folding heads. The chassis lubrication points have been grouped, an improvement which has also been introduced in the Major and Oxford ranges. Modifications to the engine give increased speed and better hill-climbing. Window louvres are now standard on the Isis saloon, which this year incorporates a number of refinements to the engine, chassis, and bodywork. The breather fume consumer successfully introduced on the Morris-Oxford last year is now standard on the Isis.

Austin, Stand 85 The famous little Seven is this year more than ever the centre of attraction on the Austin Company's stand (No 85). For the new and improved version of the Seven, though it has already been in production and on sale for about three months, is making its bow to the general public at Olympia. A saloon and a tourer are shown as well as a stripped chassis. A shorter and narrower radiator and a longer bonnet add greatly to the car's appearance. The windscreen has been slightly canted and a belt moulding running from the radiator to the rear panel gives an impression of

(Continued on page 168)

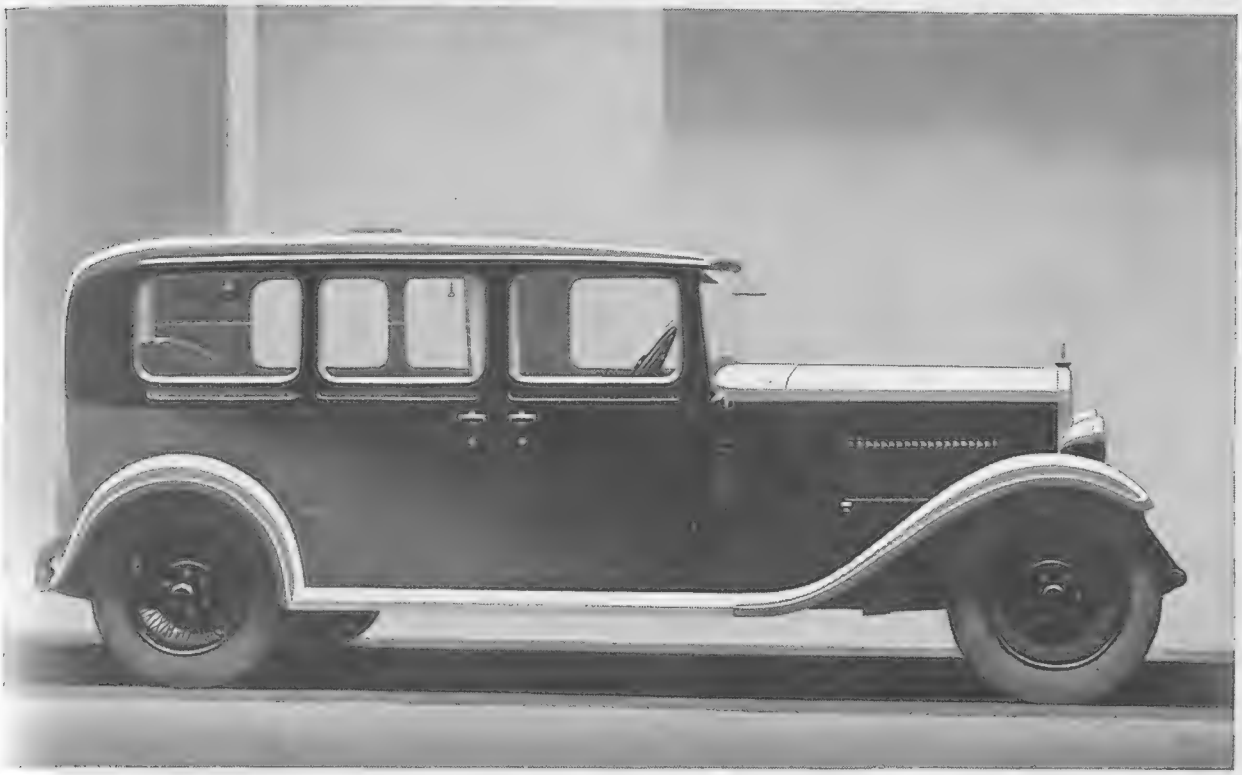


A NEW FOUR-CYLINDER

The Singer Ten, reintroduced this year in modern guise, is one of the small number of new 1931 four-cylinders to be shown at Olympia

AS · DEPENDABLE · AS · AN · AUSTIN

Surely such a car cannot be built for less than £600?



The 'Twenty' Ranelagh Limousine

It can. Austin enterprise has made this improbability, fact.

Had the coachwork improvements made to the 'Twenty' line of Austin cars for the coming season, been their only recommendation —they would have been sufficient in themselves to win public approval.

But think! In addition, prices have been reduced as much as £55 on some models.

Here are cars stamped with an air of quality comparable in beauty and luxury with the finest cars the world produces. In dependability, unrivalled. Bodies have been entirely remodelled. The roof lines are more graceful, radiators taller and narrower and the bonnets extended to impressive length. Windshields are sloping. Sun visors standard. Interiors pronounced for their elegance and luxury of equipment.

To appraise these cars at their true worth, see them at Olympia.

OLYMPIA STAND No. 85

NEW 'TWENTY' PRICES

Ranelagh Limousine - - - **£575**
Marlborough Landaulet - - **£525**
Carlton Saloon - - - - - **£525**

Complete with the fullest equipment including Triplex glass, chromium plating and Dunlop tyres.

READ THE AUSTIN MAGAZINE: 4d every month

AUSTIN

The Austin Motor Company Ltd., Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven: 479-483 Oxford Street, London, W.1. Showrooms and Service Station: Holland Park Hall, W.11.

ON TOUR IN A TRIUMPH

A little Triumph Super-Seven by the side of the original well from which Berkswell derives its name. The Triumph is a "baby" with the refinement of large cars of twice its horse-power

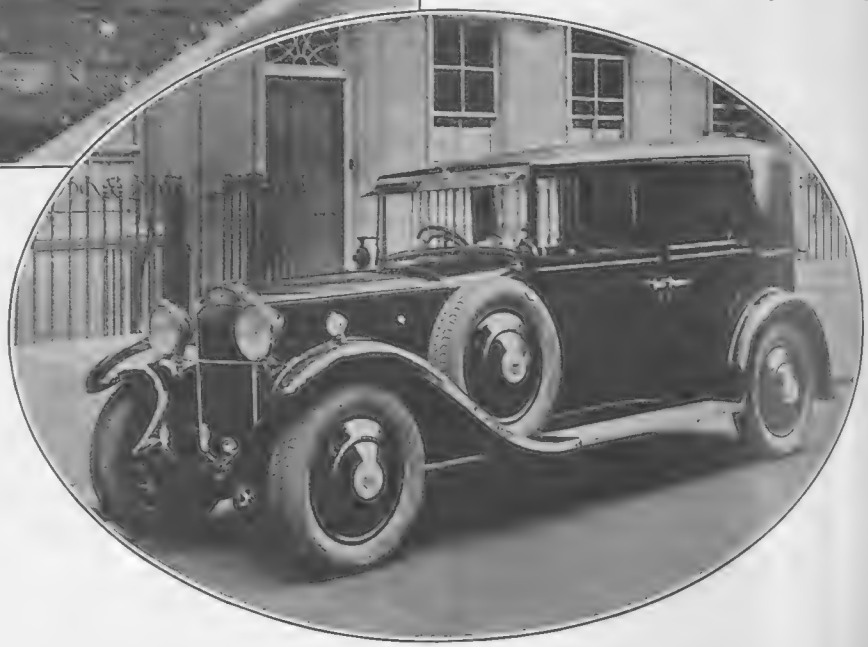
(Continued from page 166)

length. Both the hand lever and the foot pedal now operate all four brakes. Accommodation has been increased so that the new Seven will seat four adults in comfort. Prices have been reduced, the saloon now selling at £130 and the tourer at only £122 10s. The prices of the 16 h.p. six-cylinder Burnham saloon and of the Beaconsfield saloon on the same chassis have both been reduced to £335. The coachwork has been very much improved both as regards appearance and comfort. A longer bonnet and shorter scuttle, a sloping windscreen and improved roof lines enhance the appearance of the Ranelagh limousine.

Hillman, Stand 82 Chief among the seven cars shown on the Hillman stand (No. 82) are two saloons on the new Vortic Straight Eight chassis introduced this year. The car is fitted with a four-speed gear box with silent third, or "Traffic Top," ratio, central gear change, and thermostatically operated radiator shutters. It is, also, one of the two British makes on which left-hand steering is available as standard, and is thus suitable for use in Europe and other parts of the world with the right-hand rule of the road. The car has a speed of 70 m.p.h. in top and of over 50 m.p.h. in silent third gear. It is noted for its top gear acceleration. One of the two attractive saloons exhibited is finished in black and green, and is fitted with a sunshine sliding roof. The other model in beige and orange has a fixed roof. Triplex glass is standard, and special hinged quarter-lights give excellent ventilation in the rear compartment without causing draughts. Two examples of the Straight Eight are shown—a safety saloon finished in maroon and a four-door Weymann coupé with a green and beige colour scheme. At its new price of £355 for the standard saloon the Hillman Straight Eight is the cheapest Eight of any nationality on the British market.

Humber, Stand 51 The keynote of the Humber exhibit (Stand No. 51) is not so much novelty as steady improvement. The Pullman, the Snipe, and the 16-50 h.p. have been retained, but they are both better and cheaper than they were last year. Improvements to the engine and chassis include the fitting of a high velocity down-draught carburetter which considerably improves engine power; and the provision on all models of central gear-change, thermostatically operated radiator shutters and double-acting hydraulic shock absorbers both front and rear. The four-speed gear box with silent third is, of course, retained. As regards bodywork, safety glass is now fitted to all models, saloons are wider and give more headroom, while a special new design of hinged quarter-light improves the ventilation of the rear compartment without making it at all draughty. Two Pullman models are on view, a cabriolet de ville in black and a limousine in blue. Two models also are shown on the Snipe—a fixed-head saloon finished in green and a "Sesame" saloon with opening head which is finished in a pleasing shade of blue and looks most attractive.

(Continued on page 170)



A ROYAL HUMBER

The magnificent Humber Cabriolet de Ville recently delivered to the Duke of York. The coachwork is by Thrupp and Maberly

A NEW HILLMAN EIGHT-CYLINDER

The new Hillman "Vortic," a high-powered Straight-Eight introduced this year. It has a four-speed gear-box with silent third or "Traffic Top" ratio

COMPARE VALUES NOT PRICES!

It is
THE QUALITY
in the
'BIG NINE'
that makes it the most
ECONOMICAL CAR
for **1931**

Quality — not initial cost is the real test of value.

All-British Standard Cars have justly earned a reputation for QUALITY— and the BIG NINE is outstanding even amongst 'Standard' values of the past. In Appearance, Size and Comfort of Accommodation, Engine Performance and Equipment, the BIG NINE possesses a higher QUALITY VALUE than any other car.

OLYMPIA
SEE IT AT STAND
89

THE 'BIG NINE'
Models and Prices for 1931.

"Popular" Saloon, 3 speed	£195	"Tourer," 3 speed	£195
"Fabric" Saloon, 3 speed	£215	"Coachbuilt" Saloon, 3 speed	£225

"SPECIAL" MODELS WITH FOUR SPEED, SILENT THIRD GEAR.

"SPECIAL" Fabric Saloon	£245	"SPECIAL" Coachbuilt Saloon	£255

THIS IS BRITISH

Dunlop Tyres as Standard

All-British
Standard

Makers of The 'ENSIGN' SIX

THE STANDARD MOTOR COMPANY LTD., CANLEY, COVENTRY

THE VAUXHALL "CADET" DE LUXE SALOON

An attractive addition to the Vauxhall range which sells at £298. Its six-cylinder engine is available in two optional sizes to suit the requirements of motorists at home and overseas

(*Continued from page 168*)

Triumph, Stand 6 Undoubtedly the centre of attraction amongst the Triumph exhibits (Stand No. 6) is the new "Scorpion" luxury Light Six. With its 1,200 c.c., 11.8 h.p. engine and a light chassis with a wheelbase of just over seven feet, its performance is said to be quite exceptional. Side-by-side valves, coil ignition, water pump and fan cooling, a three-speed gear box, a worm-driven rear axle, Silentbloc shackles and hydraulic brakes are features of the specification. The model shown is a dark blue coach-built two-door saloon which costs £237 10s. A chassis is also on view. No fewer than seven examples of the well-known "Super Sevens" are being exhibited. In addition to a chassis, the models include a two-tone brown tourer and a two-tone blue two-seater, each costing £167 10s., and an example in ivory and black of the newly introduced "Gnat" sports model. Three closed cars are shown, a blue fabric saloon, a coach-built saloon, with sliding roof, finished in two tones of grey, and a black and green Tickford saloon.

Vauxhall, Stand 35 An entirely new medium-sized six-cylinder of 17 h.p., known as the "Cadet," is exhibited on the Vauxhall stand (No. 35), while the "20-60," now known as the "Eighty," has a larger and much more powerful engine rated at 23.8 h.p. The "Cadet" is a most attractive addition to the Vauxhall range. It sells at only £280 for the four-door, five-seater panelled saloon, while a de luxe model with safety glass throughout, a sliding roof, and a number of additional interior fittings is listed at £298. Other body styles available on the "Cadet" chassis are a sportsman's coupé with sliding roof, a four-light coupé with sunshine roof, a tourer, and a two-seater with a Hoyal body. Noteworthy features of the "Cadet" are excellent springing and an outstanding road performance with a wide range of speed in top gear. A point of great interest to overseas' buyers is that the "Cadet" is available in two alternative engine sizes rated at 17 h.p. and 26 h.p. respectively.

Alvis, Stand 113 The 12-50 h.p. four-cylinder exhibited on the Alvis stand (No. 113) is one of the very few new four-cylinders to be introduced this year. For in complete variance with the prevailing fashion for six- and eight-cylinder cars, this well-known Coventry concern has introduced an up-to-date four-cylinder after having concentrated on Sixes for over two years. This new 12-50 h.p. is the successor to the similar model upon which the company first built up its reputation. It has, of course, been largely redesigned and brought completely up to date; and in its 1931 version combines speed, smoothness and sturdiness with low running costs. It is, in fact, a full-sized fast touring car with ample accommodation for passengers and luggage. A low frame and a large deep radiator make it possible to fit very attractive coach-work. The recently introduced wide-track Silver Eagle six-cylinder model continues as the major product of the Alvis company, the prices ranging from £585. The third model standardised is the Silver Eagle six-cylinder Sports chassis.

SPEED AND POWER

The new Alvis "Silver Eagle." A six-cylinder car which has many sporting achievements to its credit

Rover, Stand 50 Three examples of the well-known 10.25 h.p. model are on view on the Rover stand (No. 50). A blue coachbuilt saloon with light blue beading and stone-guard, and black wings and wheels is a standard model costing £189, or £194 with wire wheels. The blue Weymann sportsman's coupé shown is listed at the same price Both have a Protecto glass windscreen. A black Weymann saloon with black wings and maroon wheels, beading stoneguard and upholstery, is a Regal model with sliding roof, Protecto glass throughout.

(*Continued on page 172*)

AN ULTRA-MODERN CAR

The 20 h.p. Rover "Meteor" with a Six-light Weymann saloon body. The Rover is one of the many makes on which the radiator has been entirely redesigned

'That's the car—the new

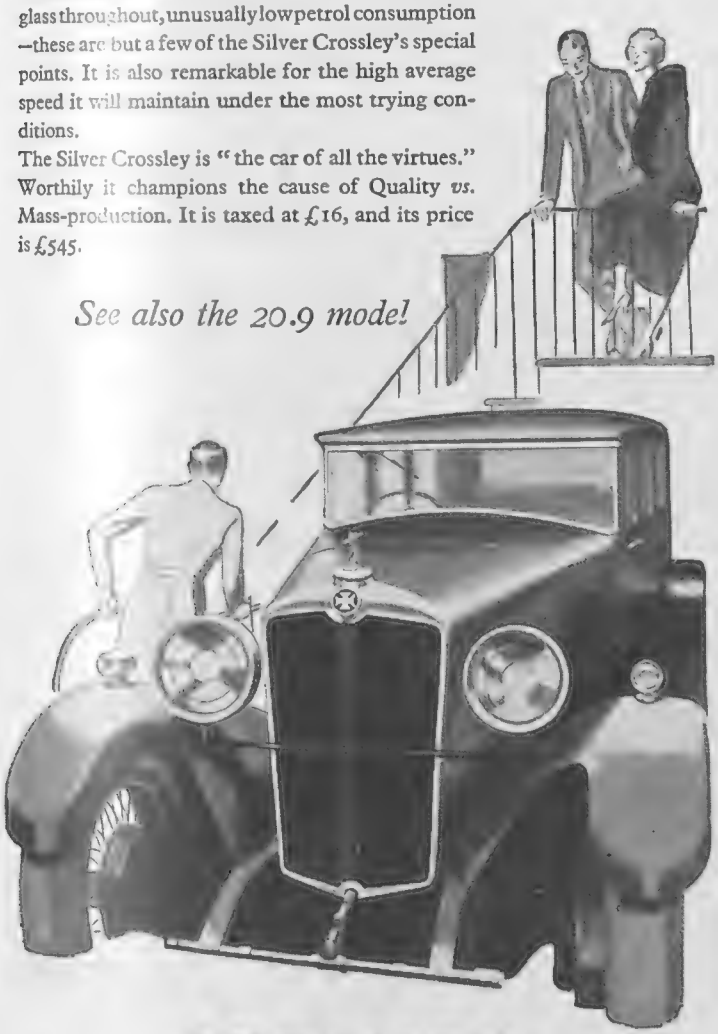
SILVER CROSSLEY'

Sensational? If the production of a new car that combines all the qualities most desired by motorists can rightly be described as a sensation, then Crossleys have certainly created one.

Make straight for the Silver Crossley at Olympia. Consider it from every point of view—power, dash, comfort, style, endurance. On a foundation of all the traditional Crossley virtues certain new features and finishing-touches have been introduced into this model. Twin-top gearbox, self-energising brakes, chromium plating and safety glass throughout, unusually low petrol consumption—these are but a few of the Silver Crossley's special points. It is also remarkable for the high average speed it will maintain under the most trying conditions.

The Silver Crossley is "the car of all the virtues." Worthily it champions the cause of Quality *vs.* Mass-production. It is taxed at £16, and its price is £545.

See also the 20.9 model



CROSSLEY

STAND 88, OLYMPIA

CROSSLEY MOTORS LTD., MANCHESTER

London Showrooms: 20 Conduit St., W.1. *Service Depot:* 50 Page St., S.W.1

Same price as petrol

Fill up with the motor spirit produced in your own country

•

YOU GET MORE MILES OUT OF A GALLON OF

NATIONAL

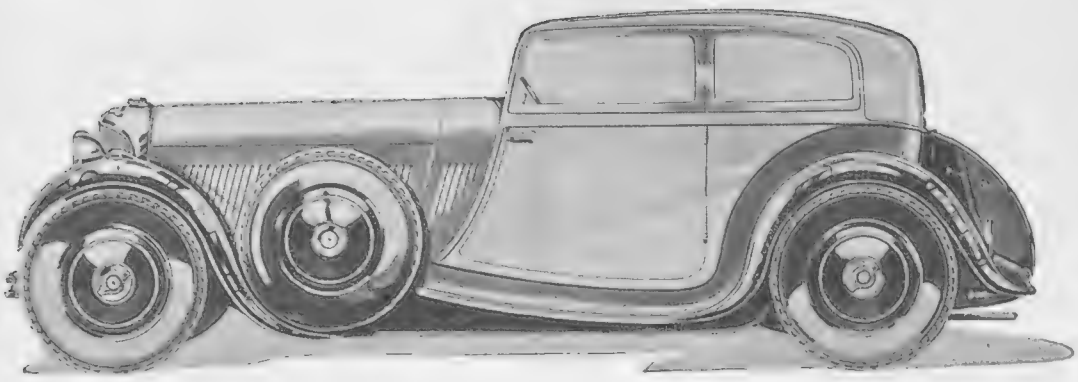
BENZOLE MIXTURE

MOTOR SHOW—OLYMPIA

We shall be pleased to see you at our Stand No. 189 (National Hall)

NATIONAL BENZOLE COMPANY, LIMITED
WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1

(The distributing organisation owned and entirely controlled by the producers of British Benzole)



ON THE BENTLEY EIGHT

A close-coupled Weymann coupé by Gurney Nutting and Co., Ltd., on this very interesting new chassis

(Continued from page 170)

folding luggage grid, bumpers and wire wheels. Its price is £212. On the two-litre chassis is a maroon coachbuilt saloon with champagne-coloured beading, wheels and stone-guard. This model now has a four-speed "silent third" gear box and costs £298. Rather similar mechanically, but with the larger "Meteor" engine is the new "Light Twenty," which is exhibited as a Regal type Weymann sportsman's coupé with a sliding roof, finished in black and maroon. Vacuum servo brakes are included in the price of £380. Two examples of the big "Meteors" are exhibited. One is a blue Weymann sportsman's saloon with folding roof and very complete equipment. The other is a maroon coachbuilt saloon with sliding roof.

Singer, Stand 86

It was with a 10 h.p. that the Singer Company (Stand No. 86) made history nearly twenty years ago, when it was the first to introduce a genuine light car. Now after an interval of some years a Ten reappears in the Singer range, in addition, of course, to the Junior, the Six, and the Super Six. This new Ten is one of the very few new four-cylinders to be introduced at Olympia this year. Its appearance on the stand of one of our largest and most progressive makers suggests that the four-cylinder is by no means so near extinction as was confidently prophesied last year. At £210 for the saloon it offers remarkable value for money. Many improvements have been introduced in the existing range, notable among them being the standardisation of a four-speed gear box on all models, including even the Junior. This model now has an entirely new design of radiator which, in conjunction with a higher waistline, greatly adds to its appearance. "Weathershield" flush-type sliding roofs are standard on all closed Junior models, and also on the Ten. Both the Six and the Super Six are now equipped with thermostatically controlled radiators of new design. Both cars, too, have finger-tip control for the lighting, the throttle and the ignition.

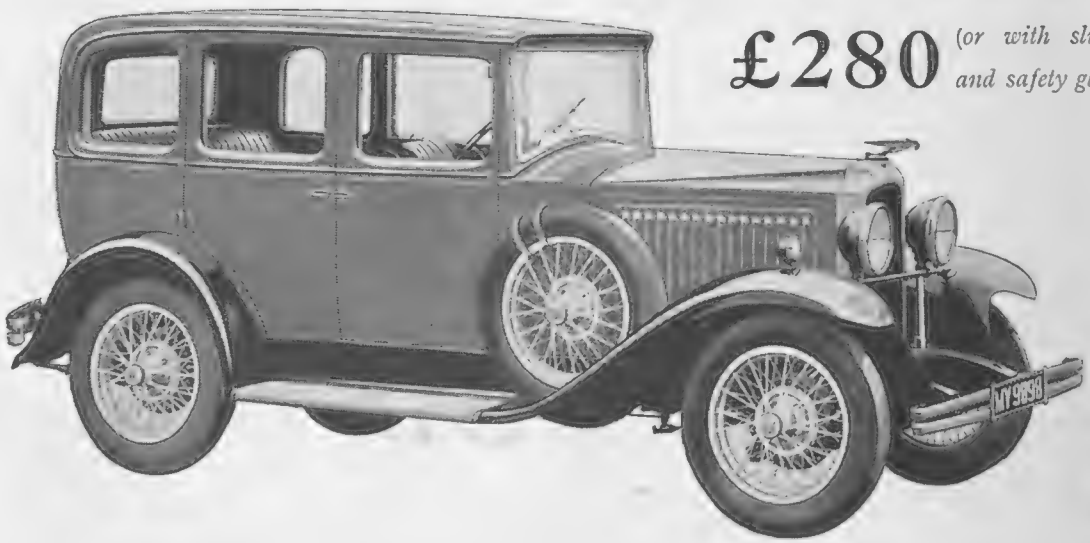
Standard, Stand 89

A new model, the "Ensign" six-cylinder, has been added to the Standard range (Stand No. 89); a number of important improvements have been incorporated in the 9 h.p. model and the engine of the "Envoy" six-cylinder has been enlarged, so that it is now rated at 20 h.p. The 16 h.p. engine of the Ensign is exactly similar to that of last year's version of the Envoy. In its design and layout, too, it follows the lines of the 1930 Envoy, but it is both smaller and lighter, and this in conjunction with the provision (on special models) of a four-speed gear box with close ratio silent

(Continued on page 174)

The New 17-h.p., 6-cylinder VAUXHALL "CADET"

£280 *(or with sliding roof and safety glass, £298)*



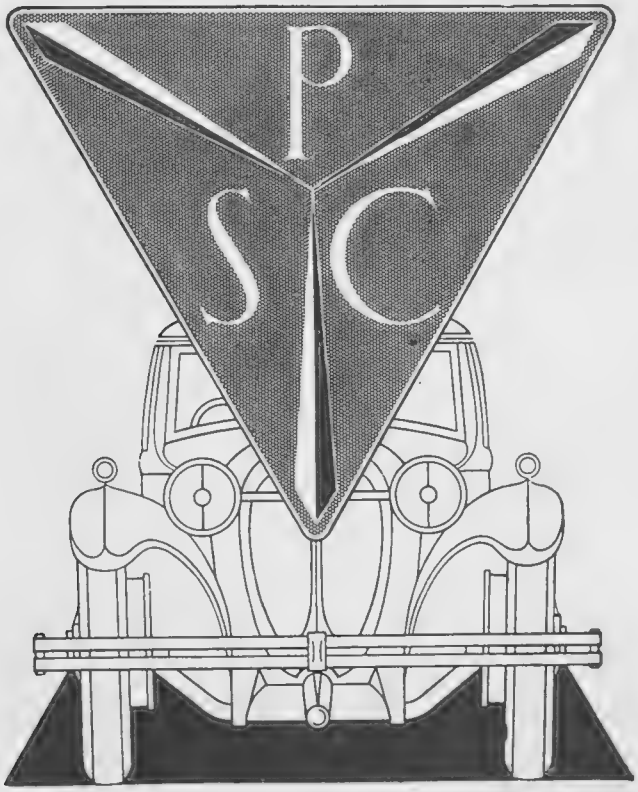
BUILT IN THE TRUE VAUXHALL TRADITION

★

Vauxhall builds its first 17-h.p. car! Full-sized 5-seater metal-panelled body. Best leather upholstery. Fine road performance. On view at all principal Vauxhall Dealers, or full particulars can be obtained from General Motors Ltd., The Hyde, Hendon, N.W.9. London Showrooms, 174-182, Gt. Portland St., W.1.

This is an additional car to the famous Vauxhall 20-60—now 24-h.p.—which will be known as the Vauxhall "Eighty."

more makers choosing P.S.C Pressed Steel for new models



MORRIS | AUSTIN
WOLSELEY | HILLMAN
ROVER

P.S.C PRESSED STEEL is pressed steel specially applied to motor bodies, panels, wings, frames and so forth. It is the product of the PRESSED STEEL COMPANY of Great Britain Ltd., the firm specifically established to produce pressed steel for the British Motor industry.

P.S.C PRESSED STEEL is stronger than mere steel. It is more beautiful, light, lasting, silent, safe, yet with all these advantages, it is not an extra cost. These manufacturers are already using P.S.C pressed steel on their latest cars.

P.S.C Pressed Steel for the body of* your *car

THE PRESSED STEEL COMPANY

OXFORD

Every motorist should read "The Story of Pressed Steel"—an interesting booklet sent free on application.
Service Advertising 3.W.

(Continued from page 172)

third gear gives it an excellent all-round performance and very rapid acceleration. This type of four-speed gear box is available even on special models of the Nine, and is standard on the Envoy. Finger-tip control and Marles steering are standard throughout the range. Thermostatically operated shutters are fitted to the Envoy. All Standard models now have an entirely new radiator of handsome design with the fashionable centre rib. Another ultra-modern feature is the use of stainless steel as well as chromium plating for the exterior bright parts. The coachwork on all models has been much improved and beautified.

THE STANDARD "BIG NINE"

An excellent example of value-for-money in the ever-popular light car class

Lanchester, Stand 60 Two Straight Eight 30 h.p. cars and one 21 h.p. six-cylinder are being shown by the Lanchester Motor Co. (Stand No. 60). The two Straight Eight models comprise a six-seater enclosed drive limousine by Hooper and Co., and a six-seven-seater Sedanca, or coupé de ville, by Windovers. The latter is painted in two shades of brown. Florentine bronze panelwork and fittings strike a novel note in interior decoration. The 21 h.p. six-cylinder model is an all-enclosed landaulette with blue panels picked out with a white line, and with a black head and black wings. On all three cars the radiator, the lamps and the fittings are silver-plated, while Triplex glass is used throughout. Prices for 1931 remain unchanged, but the new models incorporate additional mechanical features and equipment. Thermostatically operated shutters are now fitted, and the frontal appearance of the car has been enhanced by detail improvements in several respects.

Hudson Essex Stand 49 The Hudson Essex Company (Stand No. 49) are exhibiting two examples of the Hudson Great Eight and four Essex Challenger models. On a long wheelbase (126 in.) Hudson Great Eight chassis is a seven-passenger sedan with wire wheels and a sliding glass limousine partition. It has an all-steel body with six lights. The front seats are adjustable, and the windscreen is of safety glass. The five-bearing Straight Eight engine is rated at 24.2 h.p. The second Hudson model is the five-passenger standard sedan on the short wheelbase chassis, which sells complete for £390. Both the Hudson and the Essex have finger-tip controls, and are equipped with Bendix internal expanding four wheel brakes. The Essex Challenger Super Six is rated at 18.2 h.p. Three of the models exhibited have the long wheelbase chassis. They comprise the five-passenger touring sedan and the

(Continued on page 176)

Lanchester

The Pioneers of the British Motor Industry

AT OLYMPIA, October 16 to 25, we are exhibiting the well-known, and deservedly popular, 21 H.P. 6-cylinder Lanchester, and the 30 H.P.—the best of the Straight Eights.

Our Exhibits, on Stand No. 60, are equipped with Coachwork by Messrs. Hooper & Co., Ltd., Maythorn & Son, Ltd., and Windovers, Ltd. Also other examples of Coachwork on Lanchester Chassis are exhibited by Messrs. Maythorn & Son, Ltd., Arthur Mulliner, Ltd., and Windovers, Ltd.

Particulars and prices of Lanchester Coachwork on application to

STAND No. 60

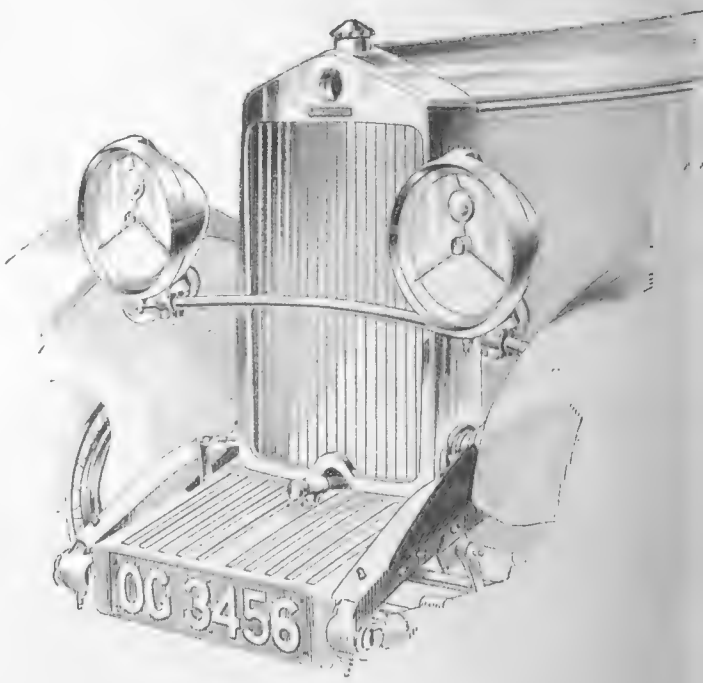
or to

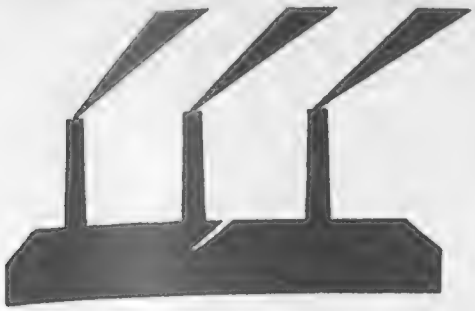
THE LANCHESTER MOTOR CO., LTD.,

95 New Bond Street, LONDON, W.1.

88 Deansgate, MANCHESTER.

Head Office and Works: Armourer Mills, Birmingham.





AT THE WORKS

EVERY Vauxhall IS FILLED AND TESTED ON

WAKEFIELD

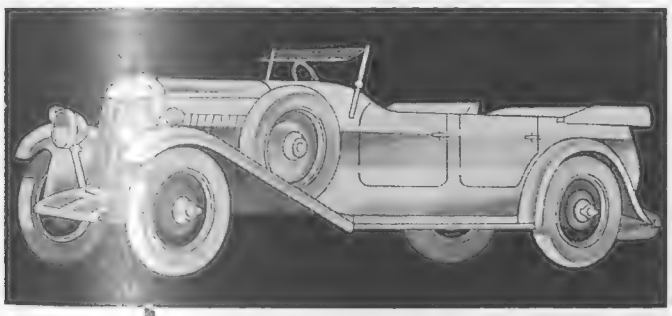
CASTROL

MOTOR SHOW STAND 350 MAIN HALL GALLERY

FREE! May we send you a copy of the Vauxhall Lubrication Wall Chart?

AA

C. C. WAKEFIELD & CO., LTD., *All-British* Firm
Wakefield House, Cheapside, London, E.C.2



The model shown is the 1½-litre Hyper-sports (supercharged), price £495.

OLYMPIA STAND 54

12/40 h.p. 4-cyl. models from £325

16/60 h.p. 6-cyl. models £495

British Goodrich Tyres Standard.

What "THE TIMES" says of THE 1½-LITRE LEA-FRANCIS

The following extract is from "The Times" dated 2/9/30

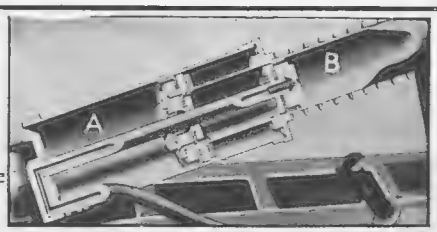
"The 1½-litre supercharged Lea-Francis . . . is an attractive car and *one of the finest examples in the world* of what can be achieved with real efficiency. It has but a four-cylinder engine . . . yet will do about 45, 65 and 80 miles an hour on second, third and top. Although of only 12 taxable horse power, the standard engine is stated to give 70 h.p.

"The great point about this supercharged car is that it is a standard production which has stood the test of three years or so and is designed straightforwardly."

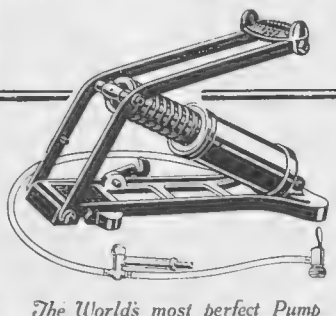
Note that this car is a STANDARD production—it is the car that has made history in events of International importance. It is the car we invite you to try. See it at the Show. 'Phone or write to :

LEA-FRANCIS

LEA & FRANCIS LTD., COVENTRY. LONDON: 222 GREAT PORTLAND STREET, W.1
118 Great Portland Street, W.1, and 3 Burlington Gardens, Old Bond Street, W.1



Treat yourself to this "ROLLS-ROYCE" *of* Footpumps



The World's most perfect Pump

KISMET DUPLEX "Two in One" FOOT PUMP

MOTOR SHOW

You can see it and test it at STAND

453

GALLERY GRAND HALL

The patent super-charged action of the KISMET DUPLEX Footpump will inflate a tyre with the greatest ease and rapidity, because it is really two pumps in one, the outer cylinder "A" keeping the inner cylinder "B" constantly charged with air under pressure. This pump is the best you can buy, so good that it is GUARANTEED FOR EVER.

Other features are a push-on connector which fits all valves, and an accurate pressure gauge fitted to the connection.

Your choice of Models :
KISMET DUPLEX "MASTER" 58/6
KISMET DUPLEX "JUNIOR" 40/-
and the KISMET "POPULAR" 21/-

Patentees and Sole Manufacturers :
Wm. TURNER & BRO. Ltd., Eyre Works, SHEFFIELD.

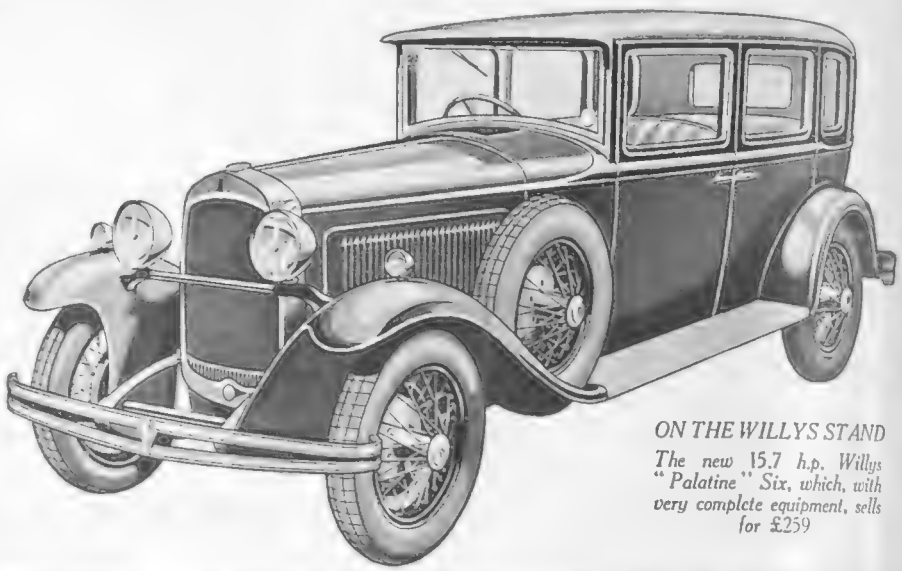
(Continued from page 174)

coupé, both of which have wire wheels, and the five-passenger standard sedan, which sells for £245, or £257 with wire wheels. On the short wheelbase chassis is a four-door five-passenger English fabric saloon priced at £225.

Bentley, Stand 91 No fewer than eleven Bentleys are on view at the Show, for in addition to the company's own exhibit (Stand No. 91) six coach-building firms are mounting bodies on one or other of the Bentley chassis. The new 8-litre six-cylinder model announced a few weeks ago is naturally the pièce de résistance of this concern's exhibit. The engine, rated at 44.9 h.p., combines efficiency with a notable degree of silence. Both the crankshaft and the camshaft are carried on eight bearings, and both are fitted with vibration dampers. Important chassis features are a four-speed gear box of an entirely new type central lubrication, long semi-elliptic springs with double-acting shock absorbers and thermostatically controlled radiator shutters. The chassis frame has been down-swept from the front and rear axles, thus permitting of low body lines without sacrifice of head-room. It is designed to carry the most luxurious types of enclosed coach-work, and is available with a long or a short wheelbase, the price in each case being £1,850. The example on view on the Bentley Company's own stand is a magnificent panelled Weymann enclosed limousine by H. J. Mulliner. Examples of the 6½-litre and of the 4½-litre in both its supercharged and unsupercharged form are also being shown.

Willys, Stand 116 The new "Palatine" Six shown on the Willys-Overland-Crossley stand (No. 116) has a moderate-sized engine of 15.7 h.p. and sells at the attractive figure of £259 for the four-door five-seater coachbuilt saloon. It supersedes the Willys Light Six, which it closely resembles as regards chassis and engine layout. The body is, however, entirely new, having six windows and panels extending to the running boards. The elimination of valances creates the fashionable high-waisted effect and greatly adds to the appearance of the car. The Palatine saloon, like all the other models shown on this stand, is finished in medium blue cellulose with cream moulding, cream wheels, and a cream radiator core. Standard and de luxe versions of the five-seater four-door saloon are mounted on the 15.6 h.p. four-cylinder Willys Whippet chassis. An interesting feature of the interior equipment of the de luxe saloon is the arrangement whereby it can be fitted up for sleeping in when camping, the back

(Continued on page 178)



ON THE WILLYS STAND

The new 15.7 h.p. Willys "Palatine" Six, which, with very complete equipment, sells for £259

See How Carew Girth Control Will

REDUCE YOUR GIRTH 2 TO 7 INCHES

Immediately and Lastingly

—No Dieting—No Exercises
—No Drugs—No Trouble

REVELATIONS of what fat means to every too-stout—or getting stout—man are published, with the aid of unique illustrations, in "The Book of Carew Girth Control" (gratis and post free on personal or written application).

This Free Book also makes clear how a 2 to 7 inches (or even greater) reduction can be made in the waist measurement — immediately and lastingly—and without dieting, drugs, exercises, time or trouble.

Write or Call for Free Book

Among the "Contents" are

—Your Figure and Your Fitness.
—The Weakest Part of Your Body.
—Life and Health Dangers of an Enlarged Stomach.
—Beware of the Flesh-Forming Habit.
—Physical Training Without Straining.
—How to Avoid Rupture and Appendicitis.
—Your Poise and Power.
—Natural Re-Positioning of Vital Organs and Health Benefits.

Physicians and Wearers are Recommending It.

"MY 'CORPORATION' IS GONE." A Scottish Gentleman writes: "I feel a new man, and my 'Corporation' is gone. The support to my back is truly a revelation. In me you have a customer for life."

"FIRST TWO WEEKS REDUCED 6 INS." From a West of England Gentleman: "I have nothing but praise for the 'Carew,' and I have not been in better health for a number of years. In the first two weeks my measurements were reduced 6 inches, and I am very delighted. I have advised many of my friends here whom you have now supplied, and they have nothing but praise of them."

"ENTIRELY FREE FROM ABDOMINAL TROUBLE." "Almost at once" (*writes a Yorkshire Gentleman*) "I felt decidedly better for wearing the Carew, whilst after its use I am entirely free from abdominal trouble, from which I have suffered for years. My only regret is that I have not known of the Carew before now."

CALL or WRITE for FREE Illustrated BOOK

Try this Remarkable Personal Experiment

CLASP hands under lower abdomen (as illustration) and lift. Note the weight and the strain upon the weakened abdominal and back muscles, the spine and the prolapsed internal organs; also indirectly upon the heart, lungs, nerves, energies, and health. The "Carew Girth Control" maintains support without effort. Think what that means to your appearance, health, strength, physical and mental powers.

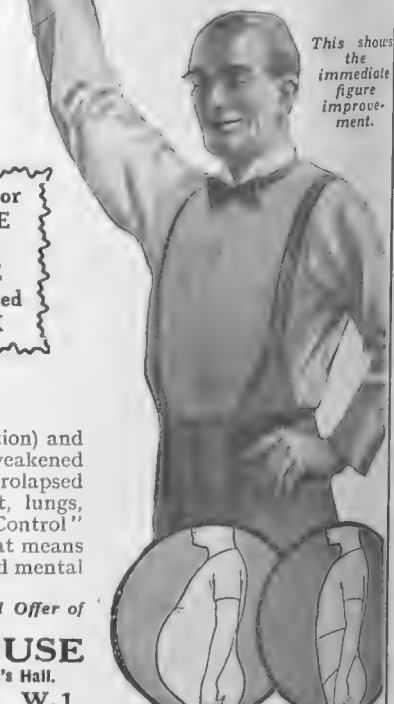
Write, 'Phone or Call for Free Illustrated Book and Offer of Carew Girth Control on Trial-Approval.

B. R. CAREW, REMO HOUSE

'Phone: Langham 4335. Between Oxford Circus and Queen's Hall.

310-312 REGENT ST., LONDON, W.1.

WHETHER you are just commencing to put on too much flesh—or are already overburdened at the waistline—you are welcome to a copy of the illustrated "Book of Carew Girth Control"—but call or send for it without delay.



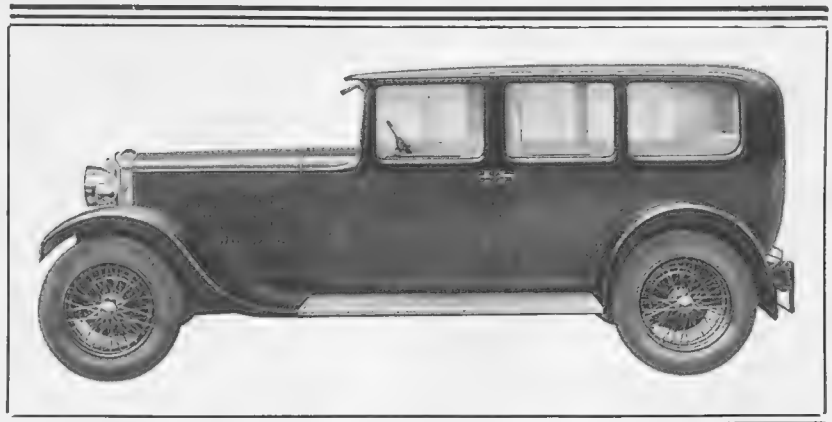
This shows the immediate figure improvement.

MORE THAN EVER TO THE FORE FOR 1931

The 1931 Sunbeam models are more than new cars—they are the exponents of a new standard of values in de luxe motoring. Engines have been re-designed for greater power, chassis improved and coachwork made more luxurious and still more refined in appearance.

★

16 h.p., 20 h.p. and 25 h.p. six-cylinder models with a wide range in coachwork. Prices of Saloon cars from £595. Take an early opportunity of trying a 1931 Sunbeam on the road. Trial runs can be arranged at any time.



SEE THE SUNBEAMS AT OLYMPIA—STAND No. 83

SUNBEAM

the supreme car

THE SUNBEAM MOTOR CAR CO. LTD., MOORFIELD WORKS, WOLVERHAMPTON. London Showrooms 12 PRINCES STREET, HANOVER SQUARE, W.1

Announcing the new

TRIUMPH

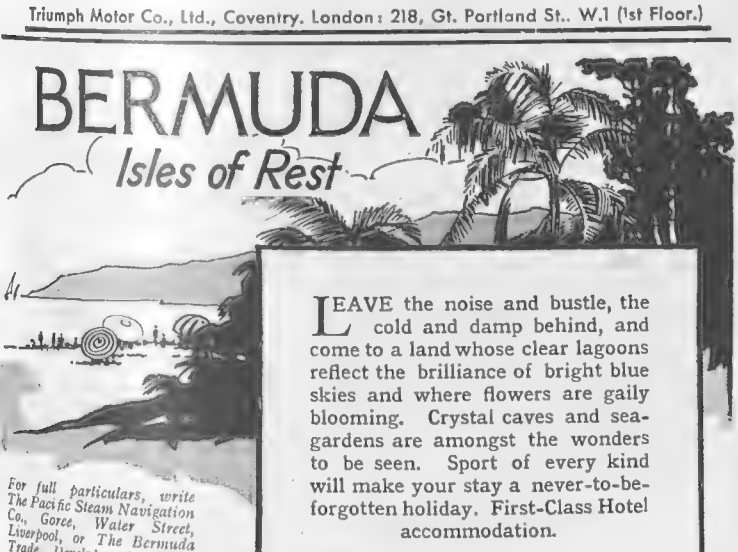
Scorpion Six Cylinder

HERE is something entirely new—the most modern expression of present-day motoring—the Triumph Scorpion six cylinder. This new Triumph is a full four-seater car, luxuriously furnished, yet the price—£237 10s. complete, with sliding roof—makes it the least expensive luxury six in existence to-day.

Triumph Motor Co., Ltd., Coventry. London: 218, Gt. Portland St., W.1 (1st Floor.)

BERMUDA

Isles of Rest



LEAVE the noise and bustle, the cold and damp behind, and come to a land whose clear lagoons reflect the brilliance of bright blue skies and where flowers are gaily blooming. Crystal caves and sea-gardens are amongst the wonders to be seen. Sport of every kind will make your stay a never-to-be-forgotten holiday. First-Class Hotel accommodation.

For full particulars, write The Pacific Steam Navigation Co., Goree, Water Street, Liverpool, or The Bermuda Trade Development Board, 329, High Holborn, W.C.1.

SEE IT!

THE NEW SWIFT "CADET" AT OLYMPIA STAND 90

Here, beyond question, is a light car which a standard of comfort and efficiency unkn before. It is only 8 h.p. with low tax, low surance and low running costs. It is smo running, silent and fast, beautifully sprung, embodies that depth of quality and finish wh has always distinguished "Swift." See it at Show: the new Swift "Cadet."

MODELS & PRICES

Open Touring 4-Seater, ***£160***

4-Seater Fabric Saloon, ***£185***

4-Seater Semi Coachbuilt, ***£185***

SWIFT "CADET

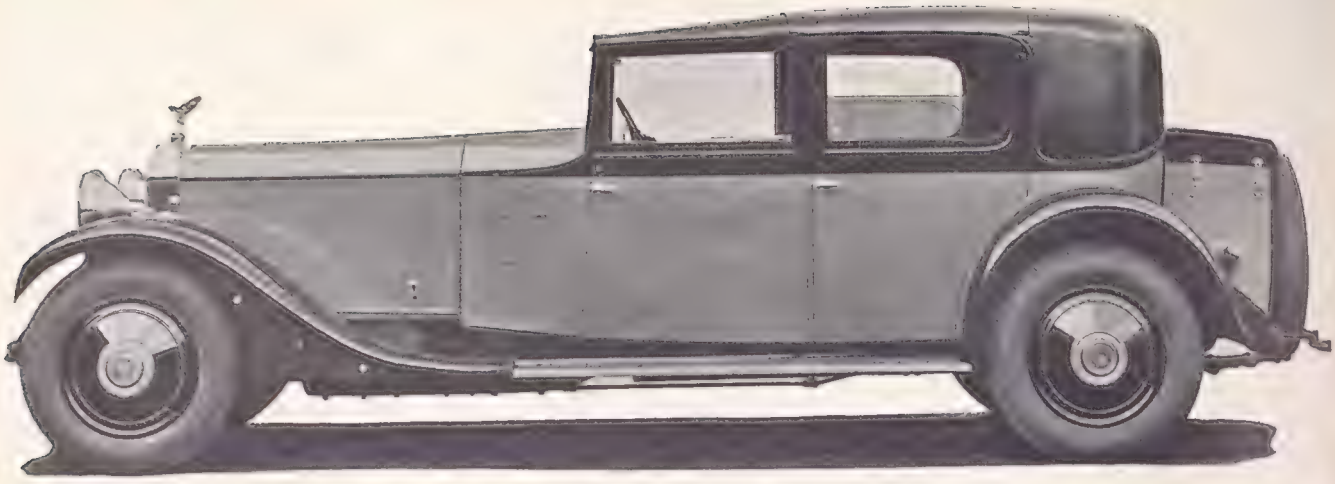
The Swift Ten has a new radiator which adds to its appearance, impr ments have been made on the cooling system and autovac fuel fe introduced. Wire wheels are now standard and safety glass windscreen fitted. Prices £235 to £295

Send for illustrated catalogue to

Swift of Coventry Ltd., COVENTRY

or to Joint London Distributors:

Newnham Motor Co., 237, Hammersmith Road, W.6, and Henlys Ltd., Henly H Euston Road, N.W.1.



IN THE COACHBUILDERS' SECTION

A magnificent example of Hooper craftsmanship on a Phantom II Rolls-Royce, shown on the Hooper stand

(Continued from page 176)

of the front seat being hinged to fall flat and so form a serviceable bunk. A fabric and a coachbuilt saloon are shown on the 20.7 h.p. Willys Knight model, which, of course, has a sleeve-valve six-cylinder engine. Both models have soft leather upholstery, and the fabric saloon is equipped with a sliding roof. Finger-tip control is standard on all Willys models.

Riley, Stand 81

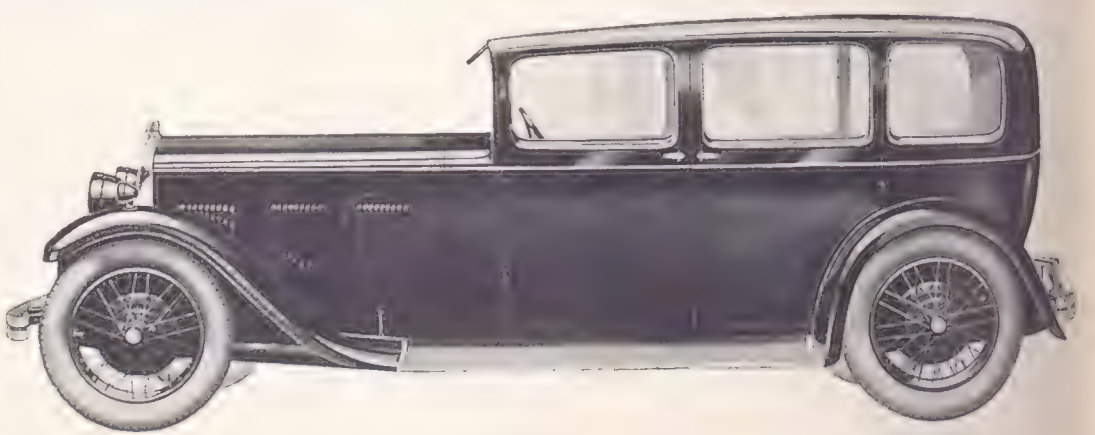
Seven models in all figure on the Riley stand (No. 81). Of the three types of chassis represented two have six-cylinder engines, while the third is the well-known—and now much improved—Nine. As in the past, the Nine is available in Standard and Special versions, the difference between the two types being largely a matter of performance. Outward and visible signs comprise the use on the Special chassis of two carburetters, duplex Hartford shock absorbers and a spring steering wheel. Three Nines are exhibited, a fabric tourer, a Monaco saloon, and a Biarritz saloon. The same engine dimensions are employed on both the six-cylinder chassis, the Stelvio II and the Alpine Six, but the Stelvio II has a longer wheelbase, a wider track and larger tyres. This car is exhibited as a saloon at £398. Three examples of the Alpine Six are shown, a half-panelled saloon, a fabric saloon, and a drop-head coupé, the price of each being £365. Improvements found generally throughout the range include stainless steel for external bright parts, grouped chassis lubrication, finger-tip control, new and more imposing radiators, and bodies with increased seating accommodation built on the Weymann principle. The Nines also have rear-mounted tanks with vacuum feed, this feature having already been standardised on the Sixes "Silent third" four-speed gear boxes are, of course, fitted throughout the range, as in the past.

Pressed Steel Co. of Great Britain, Ltd., Stand 41

A coachwork exhibit of considerable interest is that of the Pressed Steel Co. of Great Britain, Ltd. (No. 41), where an all-steel saloon is shown on a Wolseley "Viper" chassis. This body, by the way, is fitted as standard by the Wolseley Company. The feature of the pressed-steel type of construction is that the whole body is composed of only four major parts which when welded together form one complete whole. All-steel bodies, it is claimed, are stronger and lighter than ordinary coachbuilt types, and are not so subject to body noises. In a recent test a complete car with a man inside was rolled sideways down a hill; and though it turned six complete somersaults the man was quite unhurt and the car suffered so little damage that not only was it fit to be driven away under its own power, but the doors and the windows were still in good working order and not a single pane of glass was broken. On a Rover "Light Twenty" is an ordinary "composite" body built of pressed steel panels mounted on a wooden frame, its salient features being its finish and strength. In the Accessory Section (Stand No. 284) the Pressed Steel Co. are exhibiting a half-section of an all-steel body in order to demonstrate the system under which it is built.

Stutz, Stand 2

Examples of both the Straight Eight and the six-cylinder "Black Hawk" with English coachwork are being shown on the Stutz stand (No. 2). The Straight Eight, rated at 36.4 h.p., develops no less than 115 b.h.p. at 3,600 r.p.m. Features of its layout are a four-speed gear box, semi-elliptic springs with patent anti-shimmy device, and hydraulic four-wheel brakes with the special Stutz servo mechanism. Two chassis lengths are available. On the longer of the two is an English limousine priced at £1,495, while on the shorter wheelbase model is mounted a coachbuilt saloon. Both the Stutz Straight Eight and the "Black Hawk" have wire wheels, with two spare wheels as part of their standard equipment, and both have front and rear bumpers. The "Black Hawk" introduced last year is rated at 27.34 h.p., but will develop 85 b.h.p. at an engine speed of 3,200 r.p.m. It, too, has a four-speed gear box and hydraulic four-wheel brakes. One of the two models shown is a coachbuilt saloon, while the other is a coachbuilt coupé. The sole concessionaires are Warwick Wright, Ltd., 150, New Bond Street, W.1, who have handled this make ever since its introduction into Great Britain.



THE NEW WOLSELEY "VIPER"

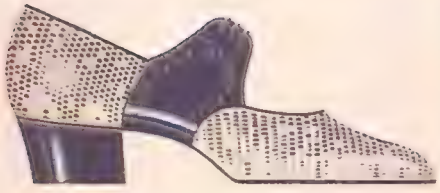
Sir William Morris's latest production—in its coachbuilt saloon form

The "George"
Glastonbury

Amid the "Inns" and outs of life Player's Please

STYLE No. 8422 *Refined Gre[illegible] Cour[illegible] Moiré or C[illegible] High heels 16/9. Me[illegible]*

STYLE No. [illegible] *Python Derby Tie shoe. [illegible]duced in [illegible]*
Priced at 35/-



STYLE No. 2091 – *Smart Sports shoe for Golf or Walking, obtain[illegible] various Reptile Combinations*
Priced at 22/6

STYLE No. 8259 – *Dainty walking Tie shoe in Black Suede. Also in black Matt Kid or tan Glacé kid*
Priced at 25/-

STYLE No. 8450 – *Beautifully [illegible] Crêpe-de-chine Court shoe with self colour Velvet bow, in [illegible] colourings*
Priced at 25/-
Same style with Crêpe-de-chine bow 18/9

STYLE No. 8700 *Elegant walking shoe in tan Glacé Kid, Patent or Black Suede*
Priced at 25/-

DOLCIS

DOLCIS SHOES are so dainty, so elegant, so comfortable to wear and so inexpensive. You will find a DOLCIS SHOE SALON almost anywhere in London—Piccadilly Circus New Bond Street, Oxford Street, etc., etc., also at Glasgow, Manchester, Birmingham, Leeds and all large towns and cities throughout the United Kingdom.

Fashions Fancies

Exclusive BYSTANDER *photograph* *By Lenare*

A GRACEFUL COAT FOR CHILLY DAYS

Black face cloth, patterned with faint ripples, is used for this slender wrap, which comes from the Army and Navy Stores, Victoria Street. Curved empiecements stress the moulded line over the hips, and a pointed bolero adds interest to the back. The collar is of sable squirrel, which appears again on the sleeves and at the hem. A black and white band edges the felt beret, which is a copy of a Suzanne et Willy model

Fashion Favours Fur Fabrics

By Olive Caley Smith

Fur Suits and Hats

This is to be a great season for furs, especially the short-haired varieties, for Fashion is seizing every excuse to use them, often in very original ways. And when the genuine article is not available she quite happily requisitions fur fabrics. In fact, because they lend themselves to slender lines she holds them in high favour. Printed velvet that looks like broadtail is used for formal suits which are complemented by beige lace or white satin blouses. Sometimes the coat is collared with real ermine, or soft white fur trims the draped cap. Antelope waistcoats look well with brown tweed sports suits, or, for general country wear, nothing could be more practical than a short pony-skin jacket, belted at the natural waist, and worn with a homespun skirt and a colourful, hand-knitted jersey.

White swans ornament the silk and wool suit from the Grande Maison de Blanc, while the baby wears a jacket and bonnet of hand-knitted white silk lined with blue wool

An exquisite Liberty tea gown, expressed in green satin and Batik broché velvet, with insets of gold. The train and the flowing sleeves add to its charm and dignity

The Gates of Fashion

An intensely interested audience awaited the opening of Swan and Edgar's dress parade. At each end of the long room the Gates of Fashion stood closed, until, at the ap pointed time, they swung open and a number of mannequins emerged wearing beautiful pyjamas. Thereafter followed in swift succession a collection of admirable sports suits, two- and three-piece ensembles, coats, afternoon frocks, and evening dresses. Among the latter were styles to suit every type. One stately model in black satin was hemmed with beige fur. Cut with an oval neckline in front, two straps met at the waist at the back, the hiatus being filled in with delicate ecru lace. A very attractive waist-length white fur coat appeared in company with fox-trimmed summer ermine models, while ring velvet afternoon frocks, each with touches of lace at the neck and wrists, won unanimous approval, as did a wonderful group of fur-trimmed coats, each of which cost less than seven guineas.

Excellent News

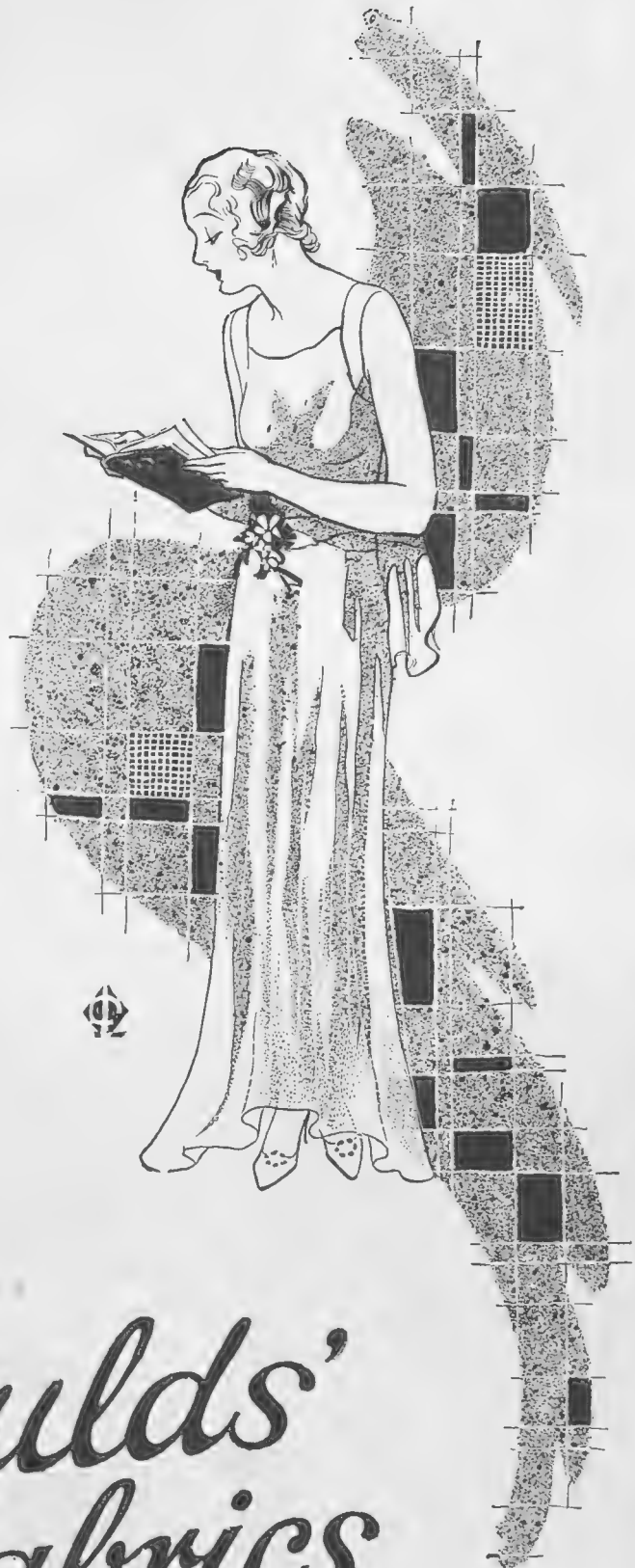
Fashions may come and fashions go—but tea-gowns are never banished, for nothing can ever quite take their place. Sketched on the left of this page is an exquisite example from Liberty's, of Regent Street. A green satin slip with a gold lace yoke serves as a foundation for a coat of Batik broché velvet in soft but glowing hues. An inset lace panel creates a coatee effect at the back, and the flowing sleeves and train lend it an air of dignity. It is excellent news that Liberty's well-known silks have been reduced in price owing to the favourable rate of exchange and a drop in the cost of raw silk. For instance, their hand-printed silks are now available for 11*s.* 9*d.* instead of 13*s.* 6*d.*, and Orion satin, which is backed with cashmere to prevent it from creasing and marking, may be procured for 10*s.* 9*d.* instead of 14*s.* 6*d.*, while hand-woven pure silk crêpe de Chines, absolutely free from all loading, are now being offered for 9*s.* 11*d.* a yard instead of 11*s.* 6*d.*

Nursery Folk

Nothing is too lovely for the inhabitants of the nursery—a fact which is fully realised at the Grande Maison de Blanc, 133, New Bond Street, where beauty and practicability are marvellously combined. The baby at the head of this page is wearing a matinee jacket, bootees, and a bonnet which are hand-knitted in white silk, lined with soft blue wool, and bordered with blue satin ribbons and trimmed with tiny rosebuds. The big brother is very proud of his pink and white silk and wool suit, for the jumper, which buttons on the shoulders, is patterned with white swans gliding over green water in which golden threads gleam. This, too, is hand knitted, and there are similar dresses patterned with various animals and expressed in several colours.

COURTAULDS
FABRICS

LADIES SHOULD LOOK FOR THE COURTAULD HOUSE MARK WHEN BUYING DRESS & LINGERIE FABRICS.

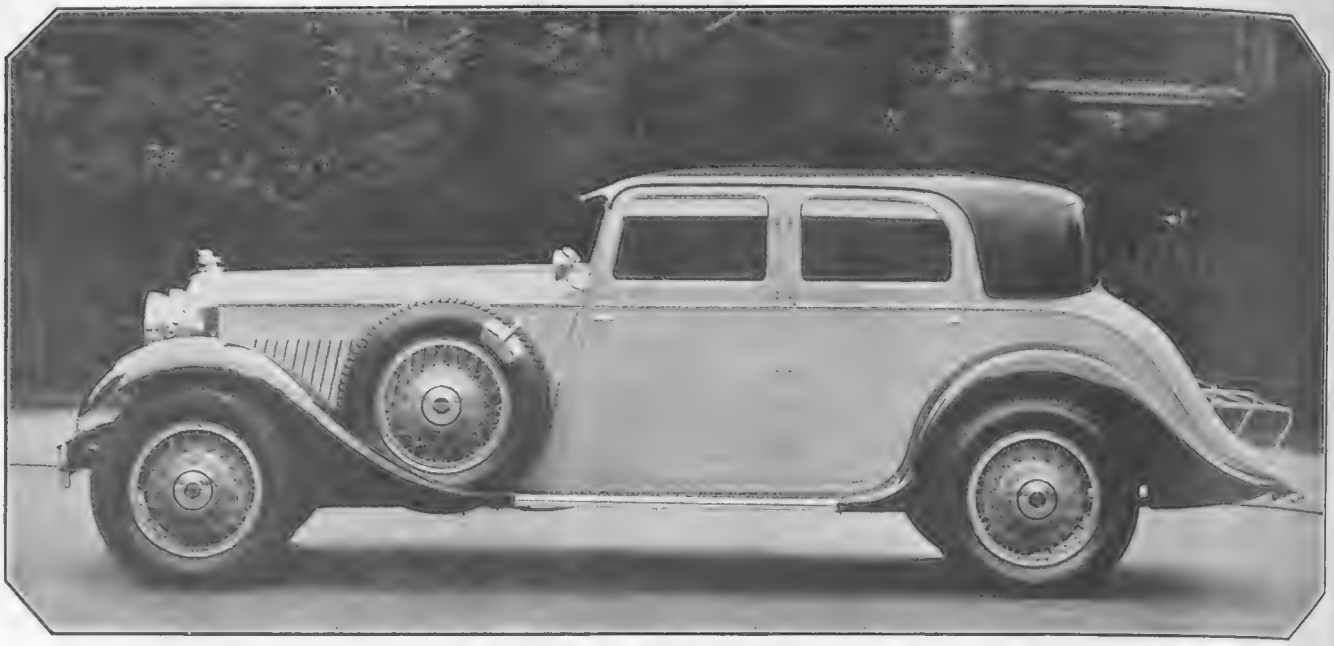


WHEN selecting fabrics, for lingerie or any type of dress, Courtaulds' House-mark on the piece-ends—like the hall-mark when choosing silver—frees your mind and enlarges your choice. Nothing below the authentic Courtauld standard enters into the most modestly priced material. The most entrancing or subtle shades never fade or run. Threads of gossamer lightness are never hard or brittle. Every time you inspect either fabric or made garments, look for that distinguishing Mark, and your fancy may roam without causing you eventual displeasure.

Courtaulds' Dress and Lingerie Fabrics

MADE FROM COURTAULDS' FINEST RAYON YARNS.

IF ANY DIFFICULTY IN OBTAINING THESE FABRICS, PLEASE WRITE FOR NAME OF NEAREST RETAILER AND DESCRIPTIVE LITERATURE. COURTAULDS LTD. (DEPT. F.21), 16, ST. MARTIN'S-LE-GRAND, LONDON, E.C.1



THE LATEST STUTZ

Special "E" type English coachbuilt saloon on the 8-cyl. Stutz Exhibited by Warwick Wright, Ltd.

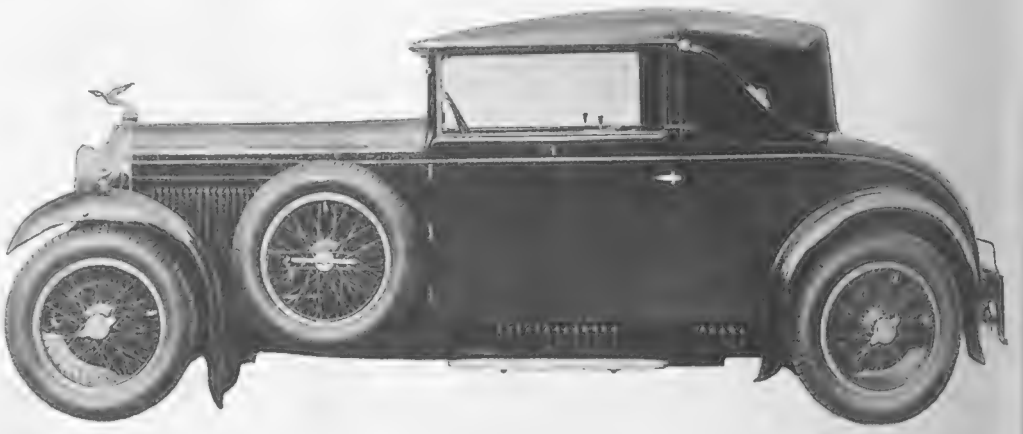
Alfa Romeo, Stand 137 Four cars and a polished chassis are exhibited on the Alfa-Romeo stand (No. 137), all the cars being finished in black with red leather upholstery. On the 17/75 h.p. 2-litre chassis is mounted a Weymann saloon with single bucket front seats and an adjustable rear seat. Two examples of the 17/85 h.p. model are shown, an "occasional-four" coupé with cellulose finish, and a sports open four-seater with a hood covered in Automac waterproof material. The 17/95 h.p. 2-litre models are supercharged. In addition to a polished chassis there is on view a foursome coupé with a special design of sports body by James Young and Co. All three types, of course, have six-cylinder engines, the Treasury rating being 15.7 h.p. in each case. The radiator and all metal fittings are chromium plated.

Matthew Wells & Co. Ltd. Stand 195 In order to demonstrate the merits of "Wellsaline" motor oils, Matthew Wells and Co. (Stand No. 195) are offering free to everyone who purchases at the Show a 5-gallon drum of Wellsaline oil, costing 25s. carriage paid, either a special drum pump or a gallon tin of Wellsaline gear and back axle oil. The drum pump is a handy gadget which saves loss of oil and avoids mess in the garage. Wellsaline is a non-carbon motor oil, and is quite free of wax and other impurities. The makers produce grades suited to all makes of car; and the same grade of oil, it is claimed, may be used both winter and summer without fear of its "gumming up" in cold weather. This is obviously a useful feature.

THE NEW KISMET DUPLEX "MASTER" FOOTPUMP

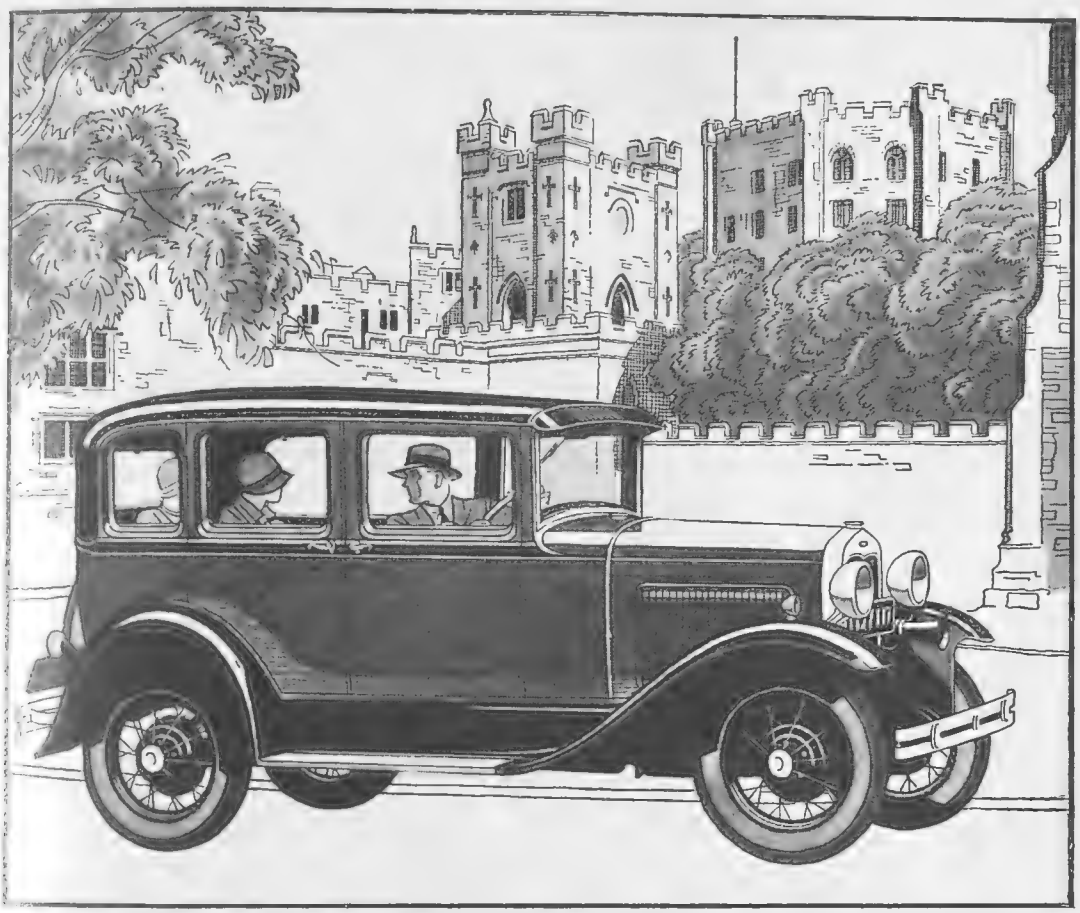
Dunlop, Stand 457 On the Dunlop stand (No. 457) in the gallery the feature of the exhibit is a new and improved "Clipper" tyre. There is also a comprehensive display of "Fort" covers and tyres and of the latest types of Dunlop wheels. A new wire wheel—the Magna—is being shown. It has a large pressed-steel centre the width of which gives the wheel great lateral strength. The centre covering is chromium plated.

Ford and Lincoln Cars The Ford is not being shown at Olympia, but a passing reference will not come amiss. It has a four-cylinder engine which is available in two alternative sizes of 14.9 h.p. or 24 h.p. Six attractive body styles are catalogued at prices ranging from £180 to £245. Besides the tourer, there are three saloons, the "Tudor" and the standard and de luxe versions of the six-light "Fordor" saloon, the latter being equipped with a sliding roof. Lincoln cars, produced under the ægis of the Ford organisation, are one of the premier American makes of high-class luxury vehicles. Fitted with a "V" type of eight-cylinder engine, they are rated at 29.2 h.p. Ten body styles are standard at prices from £1 520 to £1,950. The makers also list six different types of English bodywork, including a Weymann saloon at £1,350.



The Alfa Romeo 17/75 h.p. two litre, six-cylinder Occasional Four coupé. It is finished in black polished cellulose with chromium-plated mouldings, the interior being upholstered in the new Vaumol leather of an attractive shade of red. The new-type wings and chassis shields are smartly louvred to match the chassis

A New Ford Car is within your reach



New Ford (3 window) Fordor Saloon. Durham Castle and University in background.

THOUSANDS of people are rearranging their expenditures so as to provide for the purchase of a new Ford car. It is astonishing how easily this can be done when it is set about in earnest. It is still more astonishing how much added health and pleasure the new Ford brings to all of the family, also how much business help it gives the owner.

Touring, business, week-ends, shopping, golf, parties, theatres, visiting—those are some of the many things Ford owners use their cars for, as a special enquiry reveals.

What opportunities for recreation a new Ford brings. Out in the sunshine, away to the seashore, up to the bracing air among the hills, on to all the treasured spots and friends—a new Ford car brings so much more to living.

It is by its more prosaic uses—daily shopping, business calls and interviews, innumerable business trips—that the Ford so often pays for itself and really provides all the other advantages free. The enquiry shows that the great majority of Ford owners keep their cars busy Winter and Summer.

There is a place in your expenditures for a new Ford. Only £50 down secures delivery, all charges included. Special Ford insurance is low. Upkeep is surprisingly low. The new Ford is carefully built to last for years. Discuss a new car with your nearest Ford dealer and test all its enjoyable points in a trial run.

Features

Hydraulic shock absorbers on all four wheels. Powerful enclosed brakes on all four wheels—independent handbrake. Strong steel bumpers, front and rear. Unsplinterable glass windscreen. Durable pyroxylin finish—choice of pleasing colours. Rustless steel bright parts—lustre everlasting. Comfort . . . . safety . . . . speed . . . . performance long life . . . . economy.

LINCOLN Ford Fordson

FORD MOTOR COMPANY LIMITED, London and Manchester

SHOOTING NOTES

PARTRIDGE DRIVING — By "Clodhopper"

Photographs Alfieri

Mr W. Bee (left), Mr. R. Sharpe, Mr. H. Peacock, and Capt. Cunningham Reid, the judges at the Utility Gun Dog Society's (Eastern Branch) Trials. They were held at Six Mile Bottom, near Newmarket

PARTRIDGE driving is now in full swing. Although shooting is in some districts inclined to be patchy, there is, generally speaking, again a splendid show of birds, and totals on the majority of the principal manors are likely to be quite equal to those of last season. The "patchy" parts are represented by such cultivated areas as were subjected to the ten days or so of heavy continuous rains and bitterly cold nights, which wiped out many splendid broods of young birds almost immediately after the main hatch.

SOME of the big East Midland partridge shoots were especially hard hit by the unfavourable and untimely weather conditions. What promised to be a really bumper partridge year on the noted Bingham-Shelford estate in South Notts will, I fear, turn out to be a rather indifferent one. I also hear that sport on the even more famous Welbeck Abbey and Rufford manors will not by any means be so good as it was last season. It is worthy of mention that no fewer than 500 brace of partridges and "various" were killed by the Duke of Portland and a party of guns in one day's driving at Welbeck during November, 1929. On the other hand, the partridge crop in Staffordshire is reported to be large. The same remark applies to that in most of the corn-growing areas of Norfolk, Suffolk, Cambridgeshire, Hampshire and Sussex. Taken on the whole, the partridge totals should prove to be better than average.

EVERY youthful shooter has, no doubt, been told that the orthodox and proper method of shooting either driven partridges or grouse is to pick out a brace of birds flying apart from the rest of a pack, or covey, and then "knock 'em both down with a 'right and left.'" Also—and very rightly—that no sportsman worthy the title would dream of "browning" a covey.

THEORETICALLY, this is as it should be, and when birds are brought to the gun in small lots of two, three, or even half-dozen, one can usually select a brace with which—and one's powder happens to be straight—to score that very desirable double. On the contrary, when the birds come on in numbers, and in close formation, as they usually do at this phase of the season, an inexperienced game-shot may, and probably will, miss not a few chances in watching for that elusive brace which is to "provide food for his powder" until the birds have passed well out of shot of his stand.

The Hon. Mrs. J. Hill-Wood with her black Labrador, Hiwood Chance, at the Utility Gun Dog Society's (Eastern Branch) Trials at Six Mile Bottom

MANY a time and oft have I, as a youngster, poked my gun first at one bird and then at another which were apparently flying a little apart from the main pack. Then, in a funk as to whether they really were *the* brace, I finally decided that they were not, and therefore let the whole lot go away unshot at, lest I should be guilty of the heinous sin of "browning" them. And then, perchance, for my pains, I was later well rated by my elders and betters as a pottering young ass.

IT is also easy enough to instruct a young shooter to mark one or two wide-flying partridges, or grouse, well before the driven birds approach his stand, or butt. In my experience these feathered leaders and flankers only too often have a confoundedly confusing knack of closing in, or otherwise altering their formation, well before they approach within the danger zone. If one is able to get in a right and left at a brace of isolated birds so much the better. If not, take one which offers a fair and sporting shot with your first barrel, and select the next best chance that offers. But, above all things, remember that he who hesitates in the shooting-field is inevitably lost.

A KEEPER who knows his business and who wishes to show the best results to his employer will collect as many partridges as possible in convenient patches of roots. The coveys, in scurrying here and there through the cover, become broken up and can then be put over the guns in smaller and more open lots than when driven directly off the stubbles and pastures. The best sport, however, is usually obtained during the return drives, owing to the coveys having been divided by constant shooting in the earlier drives.

"Velocity" Cartridges

Referring to the recently published advertisement of the Eley "Velocity" cartridge, a specialised product of Imperial Chemical Industries Limited, this cartridge should have been described as having a special *load*, and not "shot," as mentioned in the announcement.

MAX BAKER'S SHOOTING NOTE

RECIPE FOR SHOOTING TIGERS

THE stories going around of great tiger shooting exploits remind one that the conditions for shooting these beasts are not necessarily nerve trying or dangerous. So skulking an animal makes no gratuitous exhibition of its person. But it has habits which, given the needful preparation, make it an easy prey. In the cold season it may be anywhere, but when the weather warms up it reposes by day on a cool bed of sand, in a cleft of northerly aspect such as occurs in deeply cut ravines. Ideal spots are limited, hence where tigers abound such delectable quarters are nearly always tenanted. To erect a machan, or species of castle, commanding the selected line of retreat and to cut away the scrub, so as to form rides or alleyways radiating from the coign of vantage is the usual procedure. Beaters make the infernal din for which they are celebrated. Mr. Stripes swearing at the disturbers, resolves on a policy of discretion, in a word, decides to clear out, meanwhile cursing the hot ground he is compelled to walk over. Being of cautious temperament and perplexed to account for the noise he pauses at each alleyway in turn and looks up and down in the hope of detecting its source—incidentally posing beautifully for the rifle. Call it artificial if you will, but before being too positive take a stroll in tiger country, learn something of their habits and then try to offer a few alternative suggestions.

London's leading hostesses, including the Countess of Oxford & Asquith dine by "Nell Gwynn" candle-light.

The Charm *of* "Nell Gwynn" Candles

THE perfect success of any social affair depends on atmosphere. To obtain this when dining, nothing is so important as the decoration and the lighting of the table. In themselves, "Nell Gwynn" Candles form a lovely adornment to the dining table, but light them and then see how beautiful is "Nell Gwynn" Candle-light—soft, mellow and alluring. Watch how the silver sparkles and the glassware gleams. When your guests forgather note how, by candle-light, the older ones look young again, how, too, the beauty of youth is enhanced. Here is warmth, hospitality, romance. Everyone is at ease. Talk flows wittily and without constraint.

For burning on the dining table we specially recommend "Nell Gwynn" 'ANTIQUE' Candles; these taper artistically throughout their length, and being solid dyed, not surface tinted, the candle cup is of the same colour as the candle itself.

Decorative Value of "Nell Gwynn" Candles

"Nell Gwynn" Candles possess wonderful decorative value; they are slender and lovely in shape and are made in 36 different hues to tone with any colour scheme. They will bring a much wanted touch of colour to gloomy winter rooms.

"Nell Gwynn" Candles are made by the centuries old firm, J. C. & J. Field, Ltd., London, S.E.1, and can be obtained in many sizes and ten different varieties.

A Most Welcome Gift

"Nell Gwynn" Candles have always been most acceptable gifts. They are inexpensive, the smallest size costing only 9d. per box of two candles. Now there is a special new gift box containing four 14" Candles with four coloured candle sticks to match. This lovely box costs only 5/-.

For further information, please write for a delightful free booklet with coloured illustrations called "Lights of Other Days," J. C. & J. Field, Ltd., Dept. "A" London, S.E 1. Established 1642, in the reign of Charles I.

Aldwych

JAMES PURDEY & SONS, LTD.
Gun and Rifle Makers by appointment to His Majesty the King

H.R.H. The Prince of Wales

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Finest Natural
SCOTCH WHISKY
Ripened by Age.

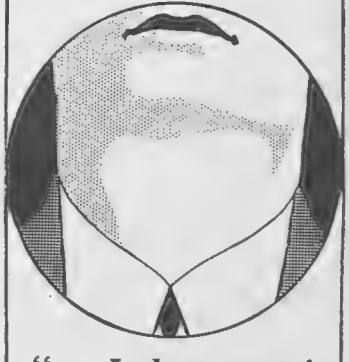
The "Antiquary" is a remarkably fine blend distilled by J. & W. Hardie of Edinburgh, known to an exclusive public—connoisseurs all, who thoroughly appreciate this fine old Scotch Whisky. Recommendation sells most of the "ANTIQUARY."

If any difficulty in obtaining supplies, please write for name of nearest agent to

Make it your home Whisky

J. & W. HARDIE, EDINBURGH

Prevent Colds



"...I always put a Formamint tablet in my mouth when Influenza is about and feel sure that that is why I escaped having it for some years."
Mr. N.W.G.—E.

FORMAMINT
WULFING BRAND
protects you against infectious diseases, such as Influenza, Diphtheria, etc.

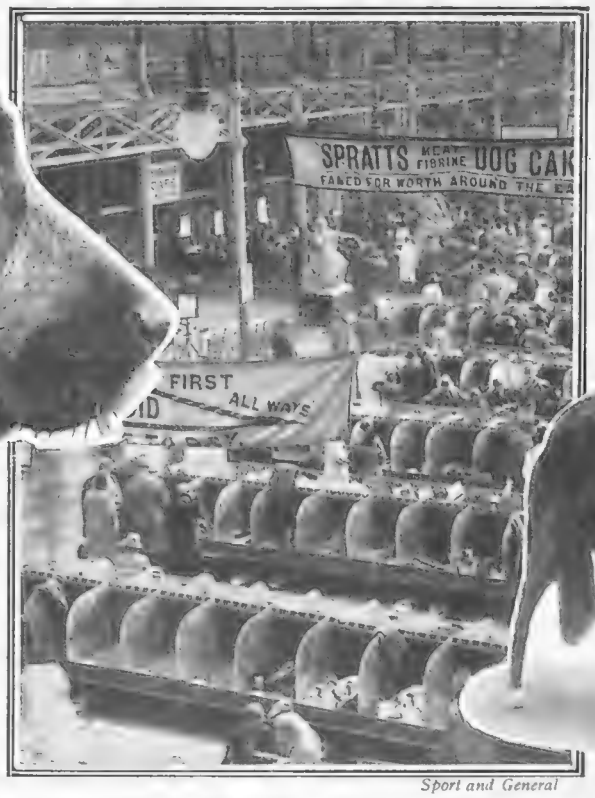
At all Chemists 2/6 a bottle.
Genatosan Ltd. Loughborough, Leicestershire

THE KENNEL CLUB SHOW

L.N.A.

A CHAMPION

Mr. N. S. Lloyd's cocker spaniel, "Lucky Star of Ware." He had already won twenty-eight championships before this show



Sport and General

WHEN THE DOG HAS HIS DAY

A general view of the benches at the Kennel Club's Sixty-Ninth Exhibition of sporting and other dogs at the Crystal Palace last week. A large number of entries was received for all classes

Alfieri

RUSSIAN ARISTOCRATS

Miss Diana Atkinson with her two 1st prize Borzois, "Petroff of Beechwood" and "Orlika of Notts," at the Kennel Club Show

FOOTBALL HOCKEY from 25/- Made in five distinct types for ASSOCIATION and RUGBY

COTTON-OXFORD SPORTS FOOTWEAR

FROM SPORTS OUTFITTERS STORES & CLUB PROFESSIONALS ILLUSTRATED BOOKLET AND NAME OF LOCAL AGENT FROM COTTON-OXFORD SHOEMAKERS · LEICESTER

GOLF SHOOTING FLEXIBLE AND ANKLE SUPPORTING FOR LADIES 35/- FOR MEN 42/- IN FOUR FITTINGS

THE CANCER HOSPITAL (Free)

FULHAM ROAD, LONDON, S.W.3.

The First Special Hospital in London devoted to Cancer Treatment and Research.

AN URGENT APPEAL IS MADE FOR £150,000 for a new Radiological Block and other extensions which will add 80 beds to the Hospital.

AND ALSO FOR RADIUM.

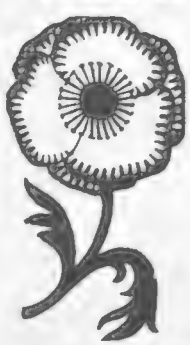
Bankers:—Messrs. COUTTS & CO., 440, STRAND, W.C. J. COURTNEY BUCHANAN, *Secretary.*

When replying to advertisements please mention

THE BYSTANDER

to ensure prompt attention.

MASTERS OF HOUNDS



are earnestly requested to arrange for "Caps" to be taken at Meets on or nearest to Remembrance (Poppy) Day,

Tuesday, November 11th

For the benefit of distressed ex-Service men of all ranks, their dependants, and the widows and children of the fallen.

Any further information will be supplied gladly by Captain W. G. Willcox, M.B.E., Organising Secretary, EARL HAIG'S (British Legion) APPEAL FUND, 26, Eccleston Sq., London, S.W.1

This appeal has the support of the M.F.H. Association.

Folks Who Always Feel Tired

Should Be Suspicious of Auto-Intoxication

A persistent tired feeling, accompanied by drowsiness, dull headaches, and a general lack of interest in life in general, is one of the surest signs of a state of self-poisoning. Intestines, becoming sluggish, allow the waste matter to accumulate. Putrefaction sets in, which breeds toxins that are absorbed by the blood stream and carried to every part of the body to steal your strength and vitality, lower your resistance, and make you chronically weak, tired, and listless.

Any person who is not feeling up to par should begin drinking hot water with the juice of half a lemon every morning upon rising. It is well to add to this a tablespoonful of Kutnow's Saline Powder, for this improves the action of both the water and the lemon juice. Kutnow's Powder is a famous natural saline-alkaline aperient that has been used for years, to reduce acidity and combat putrefaction in the gastro-intestinal canal. It makes a delightful effervescent drink that anyone will relish.

Get about four ounces from any chemist and take it regularly every morning for a week. See what a difference in your physical condition, even in so short a time! Mark the better appetite you have and strength and energy you feel. It's really marvellous the difference when one is internally clean. Just ask your chemist for Kutnow's Powder. Four ounces is enough to make a conclusive test.

"STRICT ATTENTION TO BUSINESS"
(COCKER)
BRONZE BY T. IVESTER LLOYD
Price £5 . 5 . 0

This engaging study of a very busy person is 3½ inches high, and is mounted on a marble plinth (not seen in above photograph), 1¾ inches high. No one who loves a Cocker can resist it.

Obtainable only from The Sporting Gallery, where orders will be executed in strict rotation. Price £5 . 5 . 0; packing and postage extra.

THE SPORTING GALLERY,
32, King Street, Covent Garden, LONDON, W.C.2

WORTH

"SANS ADIEU"
MEMORIES LINGER IN THIS SUBTLE PERFUME

POWDER COMPACT

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"VERS LE JOUR"
A SCENTED MIST FROM AN ENCHANTING ATOMISER

"DANS LA NUIT"
A PROVOCATIVE PERFUME IN AN ENTICING FLACON

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THE GOURMET — By Emilia

Dîner

HORS D'ŒUVRES
(SALADE DE ROCHELLE).

FILETS DE SOLE VICTORIA.

FAISAN À LA PRINCESSE.
POMMES DE TERRE FRITES.
SALADE.

PÊCHES AU MARASQUIN.

LAITANCES DE HARENG.

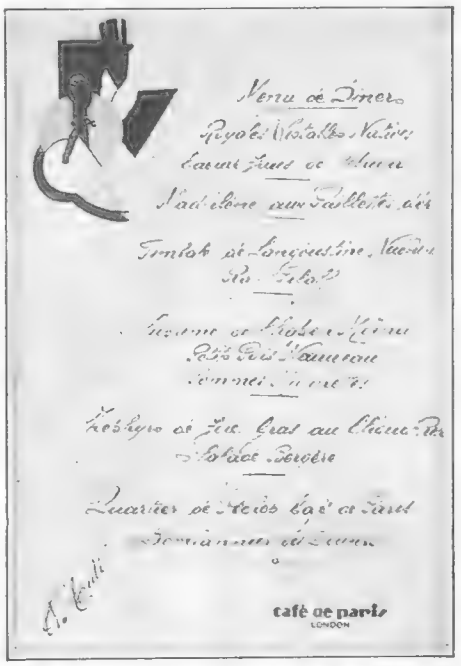
DESSERT. CAFÉ.

Hors d'Œuvres (Salade de Rochelle)

WASH a couple of heads of celery and dry them. Cut the stalks into three-inch lengths and place them in a bowl mixed with the whites of three hard-boiled eggs, pass through a wire sieve, then pour over a pint of sauce tartare. Sprinkle over this first the powdered yolks of eggs and then three finely shred truffles.

Filets de Sole Victoria

SELECT the whitest fillets of sole that are procurable, fold them in two after slightly salting them, and cook them in butter and some mushroom liquor. Place them on a dish in a circle. In the centre place the garniture, composed of lobster and truffles cut into dice and warmed in butter. Cover all with Béchamel sauce.



The menu of a dinner served at the Café de Paris in Coventry Street. It has been signed by M. Conti, the restaurant manager

Sprinkle over the top some grated cheese (Parmesan for choice) slightly moistened with melted butter. Place in the oven or under the grill until of a nice golden colour, and serve very hot.

Faisan à la Princesse

FILL a pheasant with oyster forcemeat, then wrap in buttered muslin and braise, carefully basting it well from time to time. When done, remove the bird and keep it hot on the dish on which it is going to be served. Then skim off the fat from the stock in which it was cooked, add half a pint of cream, and thicken with flour and butter, and just before removing it from the stove add a spoonful of chopped parsley and pour over the pheasant.

Pêches au Marasquin

CUT six peaches in halves, blanch them in boiling water for five minutes, peel and put them into some syrup in a basin; clarify one ounce of gelatine and add a quarter of a pint of maraschino to the jelly. Drain the peaches and cut each in two. Put a mould on pounded ice, pour a little jelly in, and when this is set fill the mould with alternate layers of peach and jelly. Let the jelly remain in the ice for two hours; turn it out and serve.

Laitances de Hareng

SPRINKLE four soft roes of herrings with pepper and roll each in a slice of bacon. Fry in bacon fat or butter for five or ten minutes, and place each slice on fried croûtons of bread.

THE BRANDY FOR THE BUTTS

In its handy pocket flask carry Castillon with you to the butts. The clean full flavour of this fine Cognac is the heritage of its birthplace, the Cognac district. Its valued medicinal properties make Castillon particularly welcome in an emergency.

Obtain Castillon also in whole or half bottles from your usual wine and spirit merchant or the principal stores.

CASTILLON
COGNAC
BRANDY AT ITS VERY BEST!
Willing C.C 41

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The Morning Tonic

Chivers' Olde English Marmalade

CHIVERS & SONS LTD. The Orchard Factory, HISTON, CAMBRIDGE.

Society's Fancy Since 1840

FARRAH'S Original HARROGATE TOFFEE

In tins 2/3 & 5/- post free.

Send 3d

Send 3 penny stamps now for a generous sample tin of this rare old-fashioned toffee.

It is sold by all leading stores and confectioners.

Dept. D,
FARRAH'S TOFFEE SHOP, HARROGATE

Mackinlay's
LIQUEUR SCOTCH WHISKY

There's no use talking

Taste it!

Also
MACKINLAY'S V.O.B.
Not quite as old but almost as good

Distilled, Blended and Bottled in Scotland by CHAS. MACKINLAY & CO., Distillers, Leith, and at Trafalgar House, Waterloo Place, London, S.W.1.

Nature's Bulwark against Rheumatism

THE best medical authority affirms that the acid formations which cause rheumatic conditions can be successfully broken up and eliminated if taken in time.

Vichy-Célestins *Natural* Mineral Water is Nature's own antidote against rheumatic tendencies in the system. Drawn direct from the famous Célestins rock-spring, its tonic and mildly stimulating properties ward off the pains and penalties of *rheumatism*. Vichy-Célestins is also a safe and effective tonic-digestant.

Drink Vichy-Célestins *regularly* at meals. You'll like it and will derive great benefit from its use.

Obtainable at all Hotels, Clubs, Chemists, Stores, etc.

The French Natural Mineral Water.

VICHY-CÉLESTINS

CAUTION.—See that the label on the bottle bears the name of the *Sole Wholesale Agents:*
INGRAM & ROYLE, LTD.,
Bangor Wharf, 45, Belvedere Road, London, S.E.1.

VICHY ETAT

G.E.C.
ELECTRIC LIGHT FITTINGS *of Distinction*

Made at Magnet Works, Birmingham

Inspect

the magnificent range at the Company's Public Showrooms—

MAGNET HOUSE
KINGSWAY · LONDON · W.C.2

Also

the ALL-ELECTRIC BUNGALOW completely equipped on the most modern lines with the finest examples of electric light fittings in the country

THE GENERAL ELECTRIC CO · LTD

WHOLESALE BRANCHES AND PUBLIC SHOWROOMS THROUGHOUT GREAT BRITAIN AND OVERSEAS

AUSTRALIA · NEW ZEALAND · SOUTH AFRICA · INDIA & BURMA · MALAYA · CHINA · ARGENTINE · PARIS · ETC.

THE EDITOR'S BOX

The Travel Association

H.R.H. the Duke of York has graciously accepted the invitation of the Earl of Derby, K.G., the President of the Travel Association of Great Britain and Ireland, to be the principal guest of the Travel Association at its first annual dinner at Grosvenor House on Wednesday, November 12. Among those invited to be present at the dinner will be members of the Government, the Dominion Prime Ministers and High Commissioners, foreign ambassadors, the Lord Mayors of London, Dublin, Belfast, and Cardiff, the Lord Provost of Edinburgh, and representatives of the foreign, American, and Empire Press in London. The second annual meeting of the Travel Association will be held at the Board of Trade, Whitehall, in the afternoon on the same day.

At Ellesmere College

The annual Speech Day ceremonies were held at Ellesmere College, Shropshire, on Saturday, October 4, and there was a large attendance of parents and old boys for this function. The commemoration service was held in the chapel, now well on the way to a fitting completion of the noble fabric, and the sermon was preached by the Rt. Rev. Bishop Frodsham, D.D., the Vicar of Halifax. Reviewing the school, the headmaster, Dr. Billen, had many congratulations to offer to the school. The past year had been one of marked progress of developments in all departments. Numbers and scholastic achievements were better than for a long time, and an advanced course for medical degrees and biology had been commenced. He was pleased to note that boys were remaining at school for a longer period, which presaged more future distinctions. The sport side of the school had developed apace, and in football, cricket, and tennis the standard had been remarkably high. The school O.T.C. won the Efficiency Shield in competition with all the other schools of the country. The development of the house spirit and increased amenities of day room and dormitories have made life happier, but rivalry of houses is as keen as at any time, continued Dr. Billen. "Keen, but healthy and friendly, and always putting school first and house second. Good health I had almost forgotten to mention—we have come to regard that as natural. But above any progress in work and games I place progress in ideals of conduct and standards of honour, which those who live and work here cannot fail to recognise. Good work and keen sports are impossible without happiness, and the care for happiness of a boy from the first day is the concern of all in authority here. The prizes won during the year were distributed by Lady Headlam, the wife of Major-General Sir John Headlam, K.B.E., C.B., D.S.O., D.L.

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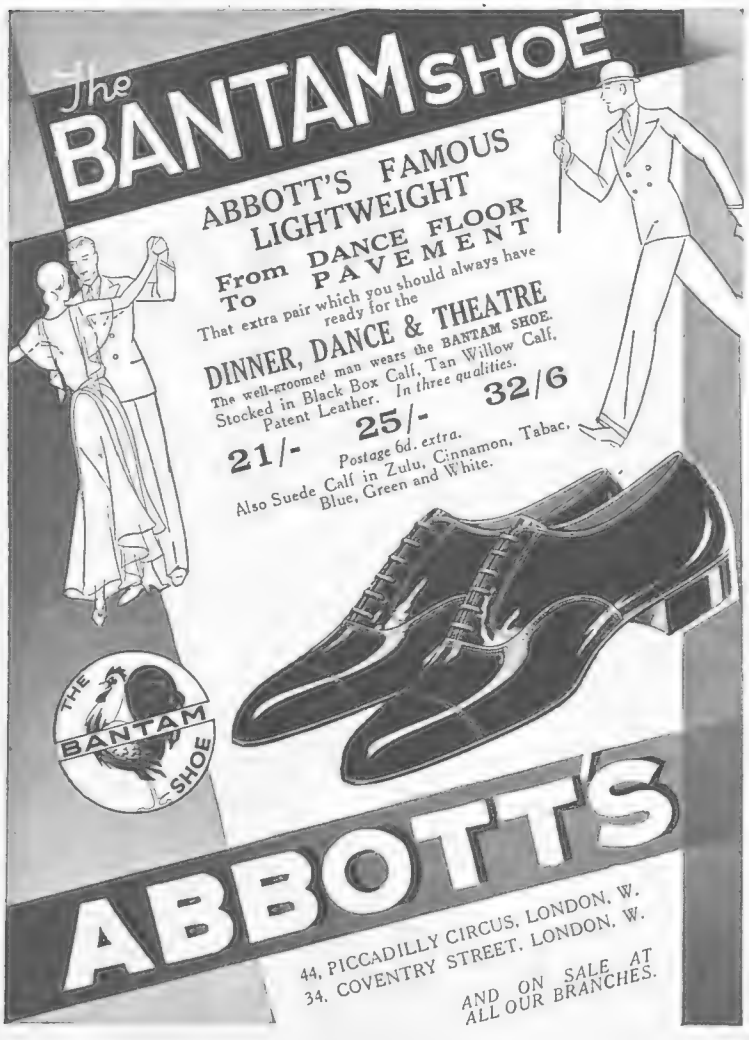

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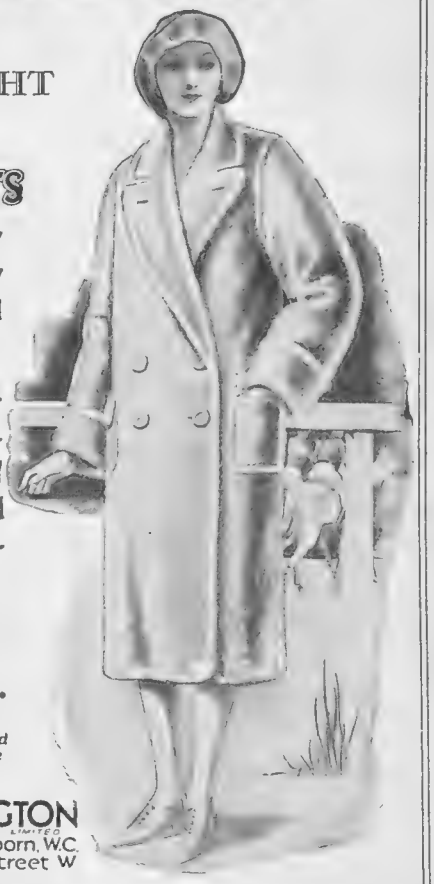

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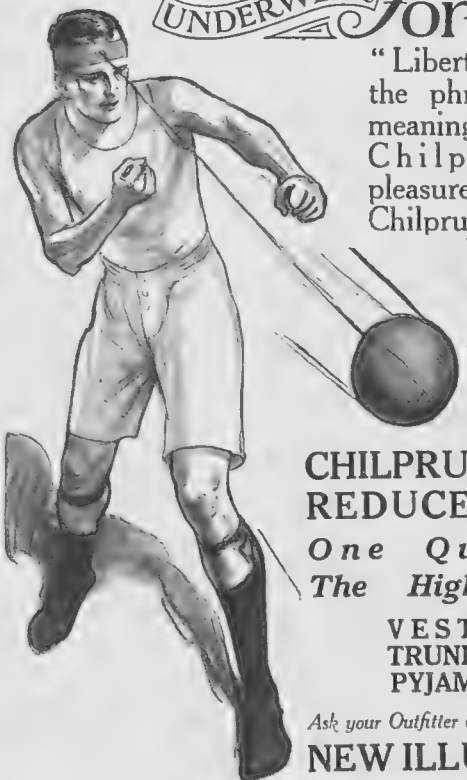

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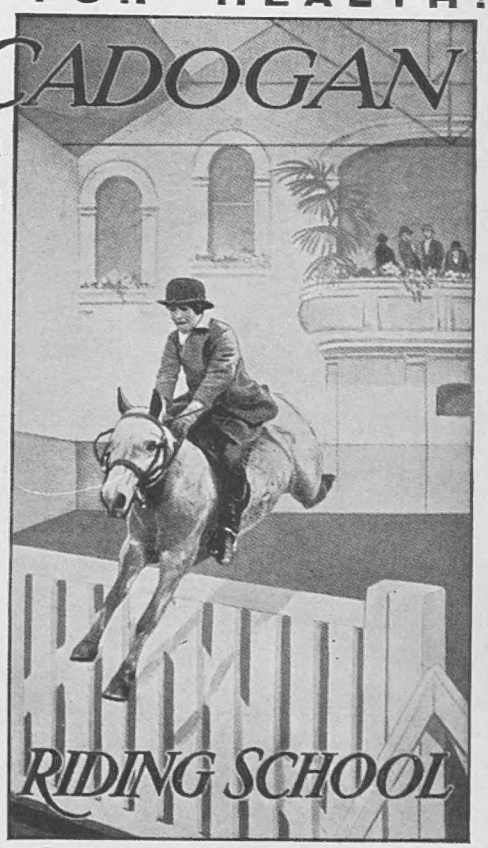

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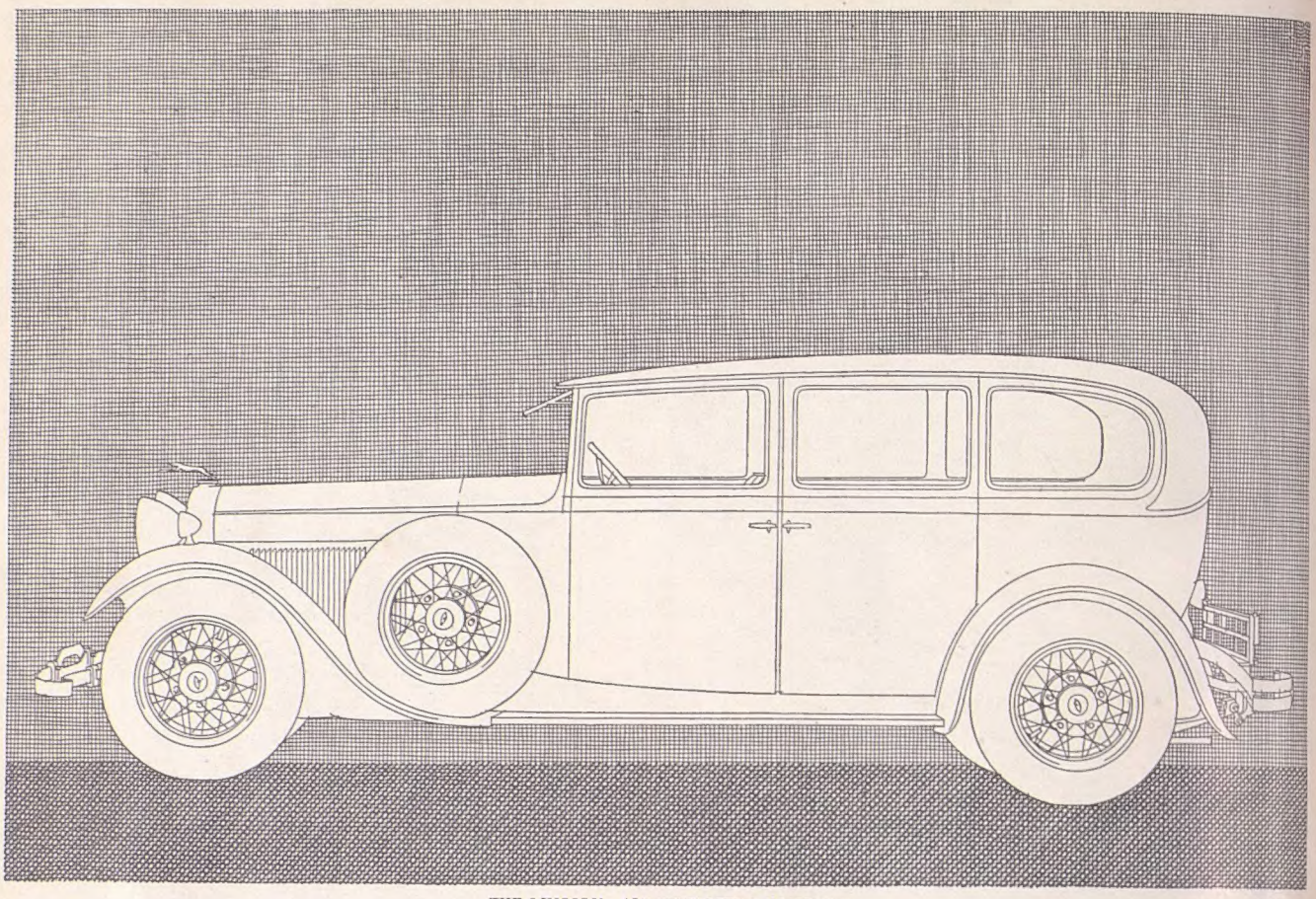

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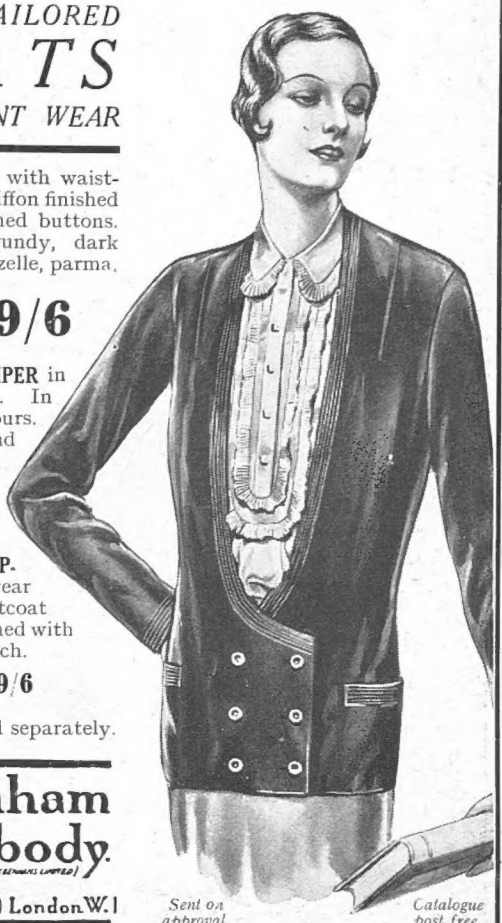

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